BY ORDER OF THE COMMANDER
305TH AIR MOBILITY WING

305 AIR MOBILITY WING
INSTRUCTION 13-204

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Nuclear, Space, Missile, Command, and Control

AIRFIELD OPERATIONS

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This instruction establishes procedures to be used for flying, airfield, and flightline vehicle operations at McGuire Airfield on Joint Base McGuire-Dix-Lakehurst (JB-MDL). It implements policy guidance in AFPD 11-2, *Aircrew Operations* and AFPD 13-2, *Air Traffic, Airfield, Airspace and Range Management*, and applies to all personnel conducting flying and airfield operations at McGuire Airfield. It furnishes pilots and other interested personnel with procedures to be used in the control of aircraft at McGuire Airfield and prescribes policy, responsibilities, and procedures for the control of motor vehicle traffic on the airfield. These procedures, although directive in nature, do not replace good judgment on the part of all personnel concerned. These procedures are supplemental to AFI 11-202V3, *General Flight Rules*, AFI 13-204V3, *Airfield Operations Procedures and Programs* AFJMAN 24-306, *Manual for the Wheeled Operator*, Order JO 7110.65, *Air Traffic Control* and other applicable Air Force and Federal Aviation Administration (FAA) directives. This publication applies to the Air Nation Guard (ANG) and Air Force Reserve Command (AFRC).

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1. Airfield, Air Traffic and Navigational Aid Facilities and Services

1.1. **Air Traffic Control (ATC) Facilities**. ATC facilities are operated by the 305th Operations Support Squadron and maintained by the 87th Communications Squadron. The ATC complex at McGuire is comprised of a Visual Flight Rules (VFR) Control Tower and Radar Approach Control (RAPCON). The complex operates 24 hours a day, 7 days a week, unless otherwise published. **Table 1** provides a listing of McGuire-assigned local frequencies.

1.1.1. Airport Traffic Control Tower (Tower). McGuire Tower provides VFR ATC services to aircraft operating within the Class D airspace and ground control services to personnel, vehicles, and aircraft.

1.1.1.1. Ground Control. Arriving aircraft shall establish contact with ground control on 275.8 megahertz (MHz) or 121.8 MHz for taxi instructions upon exiting the runway, unless otherwise authorized/directed by ATC. Departing aircraft shall establish contact prior to engine start. This is necessary to facilitate emergency response and antihijacking security. **NOTE**: Aircraft with the operational need to start engines prior to communicating (F-15, T-34, AH-64, H-1, etc.) shall establish contact immediately after/upon engine start.

1.1.1.2. Local Control. All aircraft operating within the Class D airspace shall maintain radio contact on 255.6 MHz or 118.65 MHz, unless otherwise authorized/directed by ATC.

1.1.2. McGuire RAPCON provides:

1.1.2.1. Advisories, separation and sequencing to Instrument Flight Rules (IFR) aircraft landing or departing McGuire Airfield, Lakehurst (Maxfield Field), and 10 civil satellite airports. Unless otherwise directed by ATC, aircraft shall establish radio contact with approach/departure control on 124.15 MHz or 363.8 MHz.

1.1.2.2. Advisories, separation and sequencing to IFR aircraft transitioning McGuire airspace.

1.1.2.3. Basic radar service for all aircraft arriving McGuire Airfield. Tower and RAPCON shall coordinate to establish traffic sequencing.

1.1.2.4. VFR flight following services, time and workload permitting.

1.1.2.5. Clearance delivery to aircraft departing McGuire Airfield, Lakehurst (when necessary) and 10 civil satellite airports. Before taxiing, all aircraft will contact Clearance Delivery on either 335.8 MHz or 135.2 MHz.

Table 1. Local Frequencies

Position/facility	VHF (MHz)	UHF (MHz)
Approach/Departure	124.15	363.8
Arrival	120.25	290.9
Clearance Delivery	135.2	335.8
Radar Final Control: PAR	120.0	269.025
Local Control	118.65	255.6
Ground Control	121.8	275.8
ATIS	110.6	270.1
Pilot to Dispatch	134.1	372.2
Metro	N/A	239.8
Command Post	134.1	319.4
Lakehurst Tower	127.775	360.2

1.2. **Runways and Taxiways**. **See Airfield Diagram (Attachment 2)**

1.2.1. Runways.

1.2.1.1. Runway 06/24 is 10,016 ft x 150 ft and is the primary instrument runway.

1.2.1.2. Runway 18/36 is 7,140 ft x 150 ft.

1.2.2. Taxiways.

1.2.2.1. Taxiways are 75 ft wide except for L, which is 125 ft wide.

1.2.2.2. McGuire has 15 taxiways (A, B, C, D, G, H, J, K, L, M, N, P, Q, T, V) and the Main Ramp Taxilane.

1.2.3. McGuire Airfield overruns are hardened for backtaxi and usable for departure only. Control tower will direct operations onto overruns.

1.2.4. McGuire Airfield elevation is 131ft.

1.3. **Designation and Use of Runways.**

1.3.1. McGuire has a designated runway selection program. Runway 06/24 is the primary instrument runway and will be the runway in use unless conditions such as weather airfield lighting, runway construction, Navigational Aid (NAVAID) availability, etc. dictate otherwise. Runway 06 is designated the calm wind runway (wind less than five knots). Either runway 18 or 36 will be designated as the secondary runway. Selection of the secondary runway will be based on wind, airfield/weather conditions and consideration for maintaining traffic flow in the same general direction (e.g. runways 24 and 18 or runways 6 and 36).

1.3.2. Tower operates the wind direction and velocity sensors for the primary instrument runway. Wind sensor information is available at all control positions. Wind information can be obtained from any runway, upon request, regardless of the active runway.

1.3.3. Tower supervisor, after coordination with the RAPCON supervisor, will designate the runways in use IAW Federal Aviation Administration Order (FAAO) 7110.65. After a runway change has been made, Tower will notify the following agencies:

1.3.3.1. Airfield Management Operations (AM Ops).

1.3.3.2. Base Weather.

1.3.3.3. RAPCON.

1.3.3.4. Fire Department.

1.3.3.5. Command Post.

1.3.4. Suspending Runway Operations. AM Ops will send the appropriate Notice to Airmen (NOTAM) in response to any condition that could temporarily affect safe airfield operations. Prior to resuming runway operations, AM Ops personnel must conduct an airfield check of all affected areas. Suspension and resumption notifications shall be passed to the Tower. Tower personnel shall then inform RAPCON of the suspension or resumption.

1.3.5. Opening and Closing Runways. Runway closures will only be authorized by the Airfield Manager (AFM) or designated representative, after proper coordination with the 305th Operations Group Commander (305 OG/CC) and (Higher Headquarters) HHQ (if necessary). AM Ops shall send appropriate NOTAMs to close/open a runway and conduct an airfield check prior to opening a closed runway.

1.4. **NAVAIDS.** The reporting of interruptions, malfunctions, restoration and inspection activities of Air Traffic Control and Landing Systems (ATCALS) and emergency power generators supporting ATCALS is covered in an operations letter between the 305 OG and 87th Mission Support Group (MSG). This operations letter explains NAVAID maintenance and downtime procedures. Preventative Maintenance Inspection (PMI) schedules for McGuire are listed in the IFR En-Route Supplement.

1.4.1. NAVAID facilities. These include the McGuire Very High Frequency (VHF) Omni directional Range Tactical Air Navigation (VORTAC), Instrument Landing System (ILS), Digital Airport Surveillance Radar (GPN-30), and Precision Approach Radar-2000 (PAR-200). **Table 2** details local NAVAID frequencies, identifiers and location.

1.4.1.1. McGuire VORTAC. VORTAC ground checkpoints are located:

1.4.1.1.1. On Alpha Taxiway, GXU 217R at 0.3 Distance Measuring Equipment (DME).

1.4.1.1.2. On Hotel Taxiway, GXU 347R at 1.2 DME.

1.4.1.1.3. On Delta Taxiway, GXU 062R at 1.5 DME.

1.4.1.1.4. At intersection of Juliet and Lima Taxiways, GXU 350R at 1.0 DME.

1.4.2. ILS: Runway 24 is equipped with a Category 1 (CAT I) instrument landing system and Runway 06 is equipped with a Category II (CAT II) instrument landing system. McGuire RAPCON switches the systems based upon the designated runway in use; i.e., Runway 06 or Runway 24. **NOTE:** Pilots must advise ATC when executing coupled or autoland approaches no later than the Final Approach Fix.

Table 2. Local NAVAIDS (see FLIPS for more detail)

NAVAID	Freq (MHz) / Channel	Identifier	Location
ILS-6	110.1	I-WRI	On field
ILS-24	110.1	I-JTQ	On field
VORTAC	110.6 / 43	GXU	On field

NOTE: McGuire radar (DASR) and RAPCON VORTAC frequencies are part of the National Airspace System. Any downtime outside of PMIs for these facilities/frequencies should be coordinated with New York Air Route Traffic Control Center (NYARTCC) and Washington ARTCC by Airfield Operations Flight.

1.5. **Automatic Terminal Information Service (ATIS).** The ATIS provides the pilot with continually updated information affecting flight. This includes weather information, type of approach to expect, runway in use, Notice to Airmen (NOTAMS), airfield conditions, etc. Tower operates ATIS equipment IAW the FAAO 7110.65. Broadcasts are available 24-hours a day, seven days a week on frequencies 270.1 MHz and 110.6 MHz and by phone at ext. 4-2847 (ATIS).

1.6. **Airfield Lighting Systems.** CE personnel inspect and report airfield lighting systems reliability/outages to Airfield Management Operations (AM Ops). AM Ops monitors the status of the airfield lighting system. The Tower operates the airfield lighting system IAW the provisions of FAAO 7110.65. Any abnormalities should be reported to AM Ops or Tower for action. The Tower will notify AM Ops immediately whenever abnormalities occur with the remote monitor panel. AM Ops will then notify Airfield Lighting personnel for appropriate action.

1.6.1. Runway 06: Sequenced Flashing Lights (SFL), Touchdown Zone Lighting (TDZL), Centerline Lighting (CL) System, High Intensity Runway Lights (HIRL), Approach Lighting (ALSF-2), Precision Approach Path Indicator (PAPI) installed, Lighted Signage(LS) NVG Lighting (Please see JB-MDL TAD/NVG LOA for configuration).

1.6.2. Runway 24: SFL, CL, HIRL, Approach Lighting System with SFL (ALSF-1), and PAPIs installed, LS, NVG Lighting (Please see JB-MDL TAD/NVG LOA for configuration).

1.6.3. Runway 18: HIRL, Runway End Identifier Lights (REIL), and PAPIs installed, Lighted Signage (LS)1.5.4.

1.6.4. Runway 36: HIRL, REIL, and PAPIs installed, LS.

1.6.5. Rotating Beacon. Located on the northern most hangar (Bldg 3209), east of the approach end of Runway 18. The beacon is operational from sunset to sunrise and during Instrument Meteorological Conditions (IMC).

1.6.6. Taxiway Lighting. Taxiway lighting available in three intensity settings. When existing weather conditions cause severely reduced visibility, (less than one mile), the taxiway lights along the main ramp taxiway will be on.

1.6.7. Runway Distance Markers (RDM) are installed on both runways, lighted at one intensity setting and operated whenever the associated runway lights are in operation.

1.6.8. Multiple Runway and Approach Light Operations for Circling Approaches. When runway and approach lights are required, lighting will be operated on the runway to which the approach will be executed and to which the landing will be made. When airfield lighting limitations preclude this posture, runway and approach lights will be aligned to the landing runway and available lighting will be provided to the approach runway.

1.6.9. No Light Visibility Minima. No approach light visibility minima are IAW AFMAN 11226, *United States Standard for Terminal Instrument Procedures (TERPS)* and are found on the appropriate approach plates.

1.7. Airfield Lighting Inspections and Maintenance.

1.7.1. Civil engineer airfield lighting crews (CEOFE) will complete all routine daily airfield lighting inspections and maintenance as soon as practical each day. Airfield lighting crews shall acquire a list of current outages from AM Ops prior to conducting their daily routine maintenance.

1.7.2. Airfield lighting crews can complete emergency repairs at any time with the concurrence of the AM Ops supervisor and control tower Watch Supervisor (WS).

1.7.3. The Airfield Manager (AFM) will ensure:

1.7.3.1. AM Ops personnel conduct a lighting check once per day during the hours of darkness. Annotate the results of this check on the airfield lighting check form. A copy of the airfield lighting check form will be provided to Airfield Lighting. Notify the control tower and RAPCON of airfield lighting outages.

1.7.3.2. Communications Squadron will be notified of any obstruction light outages associated with meteorological and navigational equipment.

1.7.3.3. Airfield Management tracks all lighting discrepancies and coordinates repairs.

1.7.4. Civil Engineering Airfield lighting shop will ensure:

1.7.4.1. Airfield lighting check form is obtained from the AM Ops.

1.7.4.2. Conduct airfield lighting system inspection daily to ensure system reliability, coordinating repairs as required.

1.7.4.3. Airfield Management is notified of status of lighting outages (repairs, awaiting parts, etc) and completion of lighting inspection.

1.7.5. When there is a failure of approach lighting, control tower or approach control shall advise pilots of the approach light outage and approach light out minima is in effect.

1.7.5.1. When runway markings are obscured, approach light out minima will apply.

1.7.6. The 87th Civil Engineering squadron (CES) conducts an annual infrastructure assessment. This assessment provides an overview on the "system reliability" or "system health" of airfield lighting and basic airfield infrastructure. The CES will provide a final copy of this report to the 305th OSS/OSA which will be addressed at the quarterly Airfield Operations Board.

1.8. **NonATC Communication Facilities and Procedures.**

1.8.1. Pilot to Dispatch. Available 24 hours a day on frequency 372.2 MHz.

1.8.2. Weather Dissemination and Coordination Procedures. McGuire Airfield has a fully automated A/N FMQ-19 Weather Observing System. A weather forecaster is on duty Monday-Friday from 0600-2000L; closed weekends and federal holidays. Forecasters are available for standby recall via the 87TH Air Base Wing Command Post (87 ABW/CP) for Severe Weather Action Plan (SWAP) criteria or significant weather systems failure. Pilots can obtain current weather observations, en-route, and terminal forecasts by contacting McGuire METRO on frequency 239.8 MHz during operating hours. Pilots should immediately report all potentially hazardous or un-forecasted weather encountered to METRO during operating hours, or to the 15 OWS during closure hours (DSN 576-9720). Forecasters will disseminate those reports locally to the aviation community and the 15 OWS and 618 TACC at Scott AFB, IL. Tower and RAPCON will report PIREPS to the weather forecaster. For detailed guidance on McGuire hazardous and severe weather notification procedures including lightning response, refer to JBMDLI 15-101, *Weather Support Procedures*. **NOTE:** Tower will also broadcast on all ATC Tower frequencies a general warning for significant weather, such as lightning within ten and five miles of McGuire Airfield. **NOTE:** When the Tower's Airfield Automation System (AFAS) IDS-5 displays are out of service, the weather station will call Tower with any new reports/weather warnings or advisories. The current weather observation is also available (during complete network outages) via telephone at Comm 609-754-1402.

1.8.3. McGuire Command Post. Pilots will confirm VIP, hazardous cargo, and other special service requests with the Command Post prior to landing. Frequencies: Primary UHF - 319.4 MHz, Secondary UHF - 349.4 MHz, Primary VHF - 134.1 MHz. Pilots should contact Command Post 30 minutes before arrival.

1.8.4. Transient alert. Transient alert fleet services are available 24 hours a day, 7 days a week. All transient aircraft, except Air Mobility Command (AMC) mission aircraft, must contact Command Post no later than 15 minutes out with service requirements.

1.9. **NOTAM Procedures.**

1.9.1. McGuire RAPCON is designated the primary NOTAM monitor facility. RAPCON will be advised of conditions which limit/change the operational status of ATCALS i.e., ATC facilities, communications or NAVAID.

1.9.2. McGuire AM Ops is the designated NOTAM transmittal facility and will be advised by the RAPCON when the operational status of ATCALS change.

1.9.3. McGuire AM Ops will initiate and publish all McGuire NOTAMS.

1.10. **Airfield Restricted/Classified Areas.**

1.10.1. Restricted Areas. All areas bounded by a red line (**Attachment 2**). Entry Control Procedures are covered in JBMDLI 13-201, *Airfield Driving Instruction*.

1.10.2. There are no classified areas on the airfield.

1.11. **Foreign Aircraft procedures:** All foreign aircraft must follow guidance IAW AFI 10-1001.

1.12. **Scheduled Air Carriers Aircraft:** contract carriers that are scheduled by TACC are exempt from having a flight plan on file with Base Operations at McGuire Airfield. All aircraft must have a flight plan with ATC before departing McGuire Airfield.

2. Local Flying Area and Airspace.

2.1. **Class D Airspace. (Attachment 6)**

2.1.1. McGuire Class D Airspace. The airspace extending from the surface up to and including 2,600 ft MSL within a 4.5NM radius of McGuire Airfield.

2.1.2. Lakehurst Class D Airspace. Adjacent to the McGuire Airfield Class D airspace, Lakehurst Tower controls airspace extending upward from the surface to and including 2,600 ft MSL within a 4.2NM radius of the airport.

2.2. **Class E Airspace. (Attachments 5 & 6)**

2.2.1. All controlled airspace within McGuire Approach Control's delegated airspace that is not Class D, is Class E airspace. McGuire Approach Control Class E airspace has a floor 700 ft above the surface.

2.2.2. Class E extensions to the Class D surface areas. These extensions provide controlled airspace to contain standard instrument approach procedures without imposing a communications requirement on pilots operating under VFR conditions.

2.2.2.1.1. Within 1.8 NM each side of the 350 degree radial extending from the 4.5 mile radius to 6.1 NM north of the VORTAC.

2.2.2.1.2. Within 1.8 NM each side of the 051 degree radial extending from the 4.5 mile radius to 6.1NM northeast of the VORTAC.

2.2.2.1.3. Within 1.8 NM each side of the 180 degree radial extending from the

4.5 mile radius to 5.2 NM south of the VORTAC.

2.2.2.1.4. Within 1.8NM each side of the ILS localizer southwest course extending from the 4.5 mile radius to 7NM southwest of the localizer.

2.2.2.2. Lakehurst Class E Extensions to Class D Airspace. That airspace extending upward from the surface within 2.6NM each side of the 050 degree radial of the Non-Directional Radio Beacon NDB extending from the 4.2 mile radius to 7.4 NM northeast of the (NDB).

2.3. **Restricted Area R5001 A/B. (Attachment 6)**

2.3.1. Restricted Area R5001 A/B comprises the Ft. Dix firing range. This restricted area lies immediately east of McGuire Airfield. The near boundary of the firing range is 6,250 ft from the easterly edge of Runway 06/24. *The Use of Airspace within Restricted Area 5001 A/B (R5001 A/B)* Letter of Agreement details specific responsibilities, procedures and coordination required to provide air traffic control ATC services.

2.3.2. When aerial gunnery operations are being conducted, non-participating IFR and SVFR aircraft will be separated by 3 miles from the border and 500 ft above the altitude limit. At all other times the separation will be up to but not including the border. TACAN, VOR, and VOR/DME approaches to runway 24 may not be available depending on certain range activities. ***NOTE:*** *Nonparticipating aircraft refers to those aircraft for which ATC has separation responsibility.*

2.4. **McGuire Alert Area. (Attachment 6)**

2.4.1. Alert area 220 (A-220) has been established around McGuire Airfield. Its purpose is to alert all pilots of the area where intensive heavy jet operations are conducted in the vicinity of McGuire Airfield. It represents a minimum amount of airspace and is not intended to identify the entire area of operation for these aircraft.

2.4.2. The alert area does not restrict IFR or VFR aircraft in any way and is "active" from 0800 until 2200 hours local time and extends from the surface through 4,500 ft MSL.

2.5. **Warning Areas.** Warning Areas are located over water and may contain hazards to non-participating aircraft (refer to Sectional, World Aeronautical or En-route Low Altitude Charts). The portion of W107B inside the McGuire RAPCON airspace is used from the surface up to but not including 2,000 ft. Check current flight publications for operating hours/changes to this airspace.

2.6. **Class B Airspace.** Class B airspace exists in close proximity to McGuire: Philadelphia to the west, and New York to the north.

2.7. **Class C Airspace.** One airport (Atlantic City) provides Class C services.

2.8. **McGuire RAPCON Delegated Airspace.** Airspace delegated by New York and Washington ARTCCs to McGuire RAPCON for the purpose of providing approach, departure and Tower en-route control service to airports operating within that airspace **(Attachment 4).**

2.9. **Satellite Airports.** There are several civil airports with numerous general aviation aircraft operating VFR and IFR at all altitudes near McGuire Airfield. **Table 3** gives the name, identifier, and location of the airports (from McGuire TACAN (GXU)). Pilots should use caution while operating within the McGuire radar control area. High-density civil traffic may not be in contact with Tower or RAPCON.

Table 3. Satellite Airports

Airport Name and Identifier	Usage/Location from McGuire
Monmouth Executive Airport (BLM)	Near Farmingdale, NJ / GXU 075 / 24.1
Robert J. Miller Air Park (MJX)	Near Toms River, NJ / GXU 120 / 14.8
South Jersey Regional Airport (VAY)	Near Mount Holly, NJ / GXU 262 / 12.1
Flying W Airport (N14)	Near Lumberton, NJ / GXU 256 / 10.7
Red Lion Airport (N73)	Near Vincentown, NJ / GXU 239 / 9.5
Camden County Airport (19N)	Near Berlin, NJ / GXU 240 / 21.3
Hammonton Municipal Airport (N81)	Near Hammonton, NJ / GXU 211 / 21.8
Trenton-Robbinsville Airport (N87)	Near Robbinsville, NJ / GXU 010 / 12.3
Lakewood Airport (N12)	Near Lakewood, NJ / GXU 091 / 19.5
Old Bridge Airport (3N6)	Near Old Bridge, NJ / GXU 042 / 22.4
Redwing Airport (2N6)	Near Jobstown, NJ / GXU 294 / 4.5
Pemberton Airport (3N7)	Near Pemberton, NJ / GXU 261 / 4.7
Eagles Nest Airport (31E)	Near West Creek, NJ / GXU 158 / 24.6.

3. Airfield Ground Operations

3.1. **Controlled Movement Area (CMA).** The CMA is comprised of both runways, 100 ft on either side of the runway edge (including overruns) Taxiway H South of Quebec and Taxiway G from the Instrument hold line adjacent to the VORTAC. (**Attachment 2**)

3.1.1. Aircraft, vehicles, and pedestrians must establish two-way radio contact with the control tower and receive approval before entering the CMA. In the event of radio failure, immediately vacate the CMA.

3.1.2. All other airfield/flightline areas where aircraft operate are designated as non-controlled movement areas. Vehicles, equipment and personnel operating in these areas must exercise extreme caution and give way to taxiing or towed aircraft.

3.1.3. Tower advises aircraft of all known or observed hazards that exist along an aircraft taxi route. Tower is not responsible for positive control in designated blind areas. Designated blind areas are: Papa Taxiway, certain portions of Main Ramp Taxiway and parking rows A, B, V, X, and Romeo parking row (**Attachment 2**).

3.1.4. Refer to MAFBI 13-201, *Airfield Driving Instruction* for specific guidance on flightline driving requirements, flightline violations/penalties, vehicle traffic procedures,

emergency vehicle operations, vehicular call signs, authorization of POVs, and pedestrian operations on the airfield.

3.2. **Precision Approach Critical Areas.** During weather conditions less than an 800ftceiling and/or visibility less than 2 miles, the Tower is required to protect these areas to ensure flight safety IAW FAAO 7110.65. All the precision approach critical areas at McGuire fall within the CMA, except the south east side of runway 06/24, glideslope critical areas. Personnel remaining in the glideslope critical areas shall remain in two-way radio communication with the Tower while in this area.

3.3. **36 Approach/18 Departure Zone.** (**Attachment 16**). The area defined by the VFR hold line located on Twy Golf, parallel to the VORTAC and the VFR hold line located on Twy Hotel, north of the approach end of Runway 36. All vehicles requesting access to this area must receive approval from the Tower and must report to the Tower once clear of the area. Once approval is received, vehicles may traverse the area without stopping at the Instrument hold line located on Txy Hotel, but still must comply with the VFR and Instrument hold lines on Twy Alpha.

3.3.1. Runway 36 Restrictions. Aircraft are not permitted in the area depicted in red and vehicles are not permitted in the area depicted in blue when an aircraft conducting an instrument approach procedure is within two Nautical Miles (NM) from the Runway 36 threshold.

3.3.2. Runway 18 Restrictions. Aircraft are not permitted in the area depicted in red and vehicles are not permitted in the area depicted in blue when an IFR aircraft is departing Runway 18.

3.3.3. If unable to exit aircraft/vehicles from the Approach Zone prior to an aircraft on a Runway 36 instrument approach reaching 2 NM from runway threshold, ATC will issue a "go-around".

3.4. **Runway 18/36 and 06/24 Precision Obstacle Free Zone (POFZ) and 06/24 Precision Trapezoid** (**Attachment 17**). The POFZ is an 800 foot wide by 200 ft long rectangular area centered on the runway centerline, beginning at and extending outward from the threshold, designed to protect aircraft flying precision approaches from ground vehicles and other aircraft when the ceiling is less than 300 ft Above Ground Level (AGL), or visibility less than 3/4 Statue Miles (SM).

3.4.1. Protection of Runway 36 POFZ. No aircraft or vehicles will be permitted into the Runway 36 Approach Zone (defined in 3.5.) with an aircraft on a precision approach to Runway 36, when reported ceiling is below 300 ft AGL or visibility is less than 3/4 SM. (see **Attachment 16**)

3.4.2. Protection of Runway 18 POFZ. No vehicles will be permitted into the Runway 18 POFZ with an aircraft on a precision approach to Runway 18, when reported ceiling is below 300 ft AGL or visibility is less than 3/4 SM. (see **Attachment 16**)

3.4.3. Protection of Runway 06 POFZ and 06 Precision Trapezoid.

3.4.3.1. No vehicles will be permitted into the Runway 06 POFZ with an aircraft on a precision approach to Runway 06, when reported ceiling is below 300 ft AGL or visibility is less than 3/4 SM. (see **Attachment 16**).

3.4.3.2. Vehicles and aircraft shall not enter the 06 Precision Trapezoid (depicted in blue) when and aircraft conducting an instrument approach procedure is within 2NM from the threshold of Runway 06 (see **Attachment 16**).

3.4.4. Protection of Runway 24 POFZ and 24 Precision Trapezoid.

3.4.4.1. No vehicles will be permitted into the Runway 24 POFZ with an aircraft on a precision approach to Runway 24, when reported ceiling is below 300 ft AGL or visibility is less than ¾ SM (see **Attachment 16**).

3.4.4.2. Vehicles and aircraft shall not enter the 24 Precision Trapezoid (depicted in blue) when and aircraft conducting an instrument approach procedure is within 2NM from the threshold of Runway 24 (see **Attachment 16**). **NOTE:** Only horizontal surfaces (e.g. aircraft wingtips) may penetrate the POFZ, but not the vertical surfaces (e.g. fuselage or tail).

3.4.4.3. If unable to exit aircraft/vehicles from the POFZ prior to an aircraft on a precision approach reaching 2 NM from Runway threshold, when reported ceiling is below 300 ft AGL or visibility is less than 3/4 SM, issue traffic advisories to landing aircraft IAW FAAO 7110.65 **Para 3-7-6.**

3.5. **Departure Obstacle Procedures for Runway 06/24 Hammerheads.** (**Attachment 18**).

3.5.1. McGuire Ground Control will advise aircrews on Ground Control frequencies upon initial contact of the potential for an obstacle/aircraft/vehicle to be in the hammerhead departure area during their proposed departure time. Phraseology: "CAUTION (OBSTACLE HEIGHT IN FT I.E. SEVEN ZERO) FT AGL (OBSTACLE/AIRCRAFT/VEHICLE) IN THE HAMMERHEAD AT DEPARTURE END OF RUNWAY (06/24) WITHIN 500 FT OF RUNWAY CENTERLINE"

3.5.2. McGuire Tower shall not clear an aircraft for takeoff while an obstacle/aircraft/vehicle is in the hammerhead area that falls within the 6/24 departure area before issuing the below cautionary advisory to the effected aircrew on local control frequency. Phraseology: "CAUTION (OBSTACLE HEIGHT IN FT I.E. SEVEN ZERO) FT AGL (OBSTACLE/AIRCRAFT/VEHICLE) IN THE HAMMERHEAD AT DEPARTURE END OF RUNWAY (06/24) WITHIN 500 FT OF RUNWAY CENTERLINE"

3.5.3. If the height of the obstacle/aircraft/vehicle in the hammerhead area is unknown, the height of 70ft shall be used, as this is the highest tail height of aircraft currently in service. If it is an obstacle or vehicle (such as a crane) that exceeds 70ft, the height of the object shall be obtained from AMOPS and that shall then be used.

3.5.4. If an obstacle/aircraft/vehicle will remain in the hammerhead within the 6/24 departure area for a lengthy period of time, a cautionary advisory shall be entered on the ATIS at the Watch Supervisors discretion.

3.6. **Airfield Maintenance.** All airfield maintenance shall be pre-coordinated with Airfield Management. Any maintenance vehicles (airfield sweeper, grass mowers, airfield lighting,

etc.) or pedestrians required to operate within the airfield environment must follow the procedures and guidelines outlined in JBMDLI 13-201. Airfield Management will notify Tower of all airfield maintenance activities that may affect ATC operations.

3.7. **Airfield Construction.** All construction projects or local actions that may restrict or suspend the normal use of runways, taxiways or ramps will be coordinated with the AFM NLT 45 days prior to beginning work. Airfield Management will send NOTAMs when required and advise designated agencies.

3.7.1. All construction projects on the airfield must have pre-construction meetings a minimum of 30 days before construction begins.

3.7.2. Airfield pre-construction meeting members will include representatives from the following: Flight Safety, Airfield Management, Civil engineering and Security Forces (if construction is within a restricted area).

3.8. **Exercises Affecting Airfield Operations.** All exercises occurring on or around the airfield shall be coordinated with the OG/CC, OSS/CC, AOF/CC, and AFM and affected tenant flying units no later than 72 hours prior to start. Required information includes:

3.8.1. Time/date of exercise.

3.8.2. Affected area of the airport movement area.

3.8.3. ATC facilities involved and the desired degree of involvement. **NOTE:** ATC facilities participate in base exercises to the greatest extent possible, consistent with flying safety. Each facility Watch Supervisor (WS)/Senior Controller (SC) will ensure that exercise participation does not degrade ATC services to aircraft. The WS/SC can, if necessary, interrupt or discontinue facility participation in any exercise if flight safety is in question or if it interferes with the recovery of an emergency aircraft.

3.9. **Drag Chute Equipped Aircraft Procedures**. If an aircraft transiting McGuire must utilize a drag chute, Tower will instruct the aircraft not to release its drag chute, but to taxi to parking with the chute in trail, if possible. If it is not possible for an aircraft to taxi with a drag chute attached, Tower will direct the aircraft to use Alpha or Delta taxiway, based on runway in use and to jettison the chute in the hammerhead area. In such a case, Transient Alert will pick up the drag chute as part of normal transient aircraft handling.

3.10. **Arm/Dearm Areas, Hung Ordinance, and Hot Brakes.**

3.10.1. Arming and dearming and hung ordinance operations will be accomplished on taxiways Alpha or Delta. Arriving aircraft will be instructed to turn left and maintain a 070 degree heading on taxiway Alpha and turn right and maintain a 090 degree heading on taxiway Delta. Tower shall direct the aircraft to the applicable taxiway via the most direct route, i.e., aircraft landing Runway 06 will turn left on taxiway Delta and make a right turn to assume a 090 degree heading and aircraft landing runway 24 will turn right onto taxiway Alpha and then make a left turn to assume a 070 degree heading. Aircraft taxiing for departure will be instructed to face the respective headings upon reaching the applicable taxiway.

3.10.2. Aircraft with hot brakes will park at the hammerhead of taxiways Alpha or Delta.

3.11. **Snow Removal Operations.** Airfield snow removal operations will be accomplished IAW Joint Base Snow and Ice Control Plan and Air Force Instruction (AFI) 32-1002, *Snow and Ice Control.*

3.12. **Engine Run Procedures and Tows.** Engine run procedures will be conducted IAW McGuire Operating Instruction (OI) 21-128, *Engine Run Program* and the 108 Maintenance Group Operating Instruction 21-133. Tow procedures will be conducted IAW McGuire Operating Instruction 21-201, *Aircraft Towing* and ASOSHSTD 91-100, *Aircraft Flightline-Ground Operations and Activities.*

3.12.1. The 108TH Air National Guard (ANG) and 87TH Air Base Wing (ABW) Command Post and/or 305th Air Mobility Wing (AMW) Maintenance Operations Center will coordinate approval for all engine runs and tows with the Control Tower.

3.12.2. Engine run crews must at all times be in radio contact with the Ground Control and must advise Ground Control prior to advancing any throttles above idle power.

3.12.3. Tower will adhere to the operational restrictions in **Table 4**. when aircraft taxi in the vicinity of aircraft engine runs. Pilot jet blast advisories will be given IAW FAAO 7110.65.

3.12.4. In the event Tower (Ground Control) needs to request an engine run be brought back to idle or terminated IAW **Table 4.**, the following procedures will be followed:

3.12.4.1. Ground controller will make request with aircrew/maintenance personnel on ground frequency. If no contact can be established, Tower will contact Command Post/Maintenance Operations Center (MOC).

3.12.4.2. If the engine run crew cannot be contacted, Ground Control will restrict operations IAW **Table 4**.

3.12.4.3. The engine run crew shall advise Ground Control when the aircraft has reduced power to idle. Ground Control in turn will advise the engine run crew when they may resume operations above idle.

3.12.4.4. During ground and in-flight emergencies, Ground Control shall make a broadcast of the impending emergency on all Ground frequencies and the Tower net. All aircraft shall reduce engines runs to idle immediately and advise Ground Control once at idle. This operation is to facilitate emergency response vehicles/crews.

3.12.5. Heavy Aircraft Jet Thrust Avoidance procedures: see **Attachment 15** for avoidance areas.

3.12.5.1. When operating engines above idle, a ground observer will monitor the spotters and notify the run supervisor if the jet blast danger zone is penetrated. The run supervisor will ensure the engines are immediately brought back to idle.

3.12.6. If designated engine runs spots are not available, C-5's/B-747's will be authorized to conduct engine runs above idle on Taxiway Lima, between Runway 18/36 and Taxiway Mike. The tail of the aircraft will be towards Runway 18/36 and the nose of the aircraft towards Runway 06/24. If Runway18/36 is the primary runway in use and aircraft are arriving and departing, tower will contact MX and have them reduce the

engine run to idle. Otherwise, there will be no restriction on the engine run power setting.

Table 4. Engine Run Up Area Parking Spot Restrictions

Row or Spot	Restriction
VICTOR SPOTS 1-5	Idle power runs: Operations on the taxi lane directly behind are prohibited. No operational restrictions for Taxiway Golf or Taxiway Delta. Engine runs above idle: - When a heavy aircraft is running engines, operations of all aircraft operating on X Ray Row directly behind the engine run aircraft are prohibited. - When any aircraft is running engines, combat off-load operations of any sort are prohibited. - When any small or large aircraft is running engines, all aircraft operating on X Ray Row directly behind the engine run require the pilot receive an advisory.
ALPHA SPOTS 1-4 BRAVO SPOTS 1-6	Idle power runs: Operations on the taxi lane directly behind are prohibited. No operational restrictions for Taxiway Golf or Taxiway Delta. Engine runs above idle: Prohibited
FOX SPOTS 1-4 GOLF SPOTS 1-4 HOTEL SPOTS 1-4	Idle power runs: No operational restrictions. Engine runs above idle: Prohibited.
INDIA TO NOVEMBER #1 SPOTS	Idle power runs: No operational restrictions. Engine runs above idle: Prohibited.
INDIA SPOTS 2-3 JULIET SPOTS 2-3 KILO SPOTS 2-3 LIMA SPOTS 2-3 MIKE SPOTS 2-3 NOVEMBER SPOTS 2-3	Idle power runs: No operational restrictions. Engine runs above idle: - When a heavy aircraft is running engines, operations of all aircraft on the two rows directly behind are prohibited (i.e.; engine run on Hotel 2 would suspend operations on Fox 2 and Golf 2). - When any small or large aircraft is running engines, all aircraft operating behind the engine run require the pilot receive an advisory.

30 Degree engine runs for INDIA SPOT 4 JULIET SPOT 4 KILO SPOT 4 LIMA SPOT 4	Idle power runs: No operational restrictions. Engine runs above idle: - When a heavy aircraft is running engines, operations of all aircraft on the Main Ramp Taxiway for two rows behind are prohibited (i.e.; engine run on Hotel 4 would suspend operations on Main Ramp Taxiway back to Fox Row). Engine runs on Juliet 4 prohibit operations on Taxiway November. - When any small or large aircraft is running engines, all aircraft on the Main Ramp Taxiway for two rows behind the engine run require the pilot receive an advisory. Engine runs on Juliet 4 require aircraft operating on Taxiway November receive a pilot advisory.
INDIA SPOT 4 JULIET SPOT 4 KILO SPOT 4 LIMA SPOT 4	Idle power runs: No operational restrictions. Engine runs above idle: - When a heavy aircraft is running engines, operations of all aircraft on the two rows directly behind are prohibited (i.e.; engine run on Hotel 2 would suspend operations on Fox 2 and Golf 2). - When any small or large aircraft is running engines, all aircraft operating on the two rows directly behind the engine run require the pilot receive an advisory.
ROMEO SPOTS 1	Idle power runs: No operational restrictions. Engine runs above idle: Prohibited.
ROMEO SPOTS 2 - 10	Idle power runs: No operational restrictions. Engine runs above idle: - When a heavy aircraft is running engines, operations of all aircraft directly behind are prohibited. Arriving aircraft to Runway 18/36 shall be issued an advisory. - When any small or large aircraft is running engines, all aircraft operating directly behind the engine run require the pilot receive an advisory.
ROMEO SPOTS 11 - 12	Idle power runs: When any aircraft is running engines, operations of all aircraft on Taxiway Juliet and Runway 18/36 are prohibited. Engine runs above idle: When any aircraft is running engines, operations of all aircraft on Taxiways Kilo and Runway 18/36 are prohibited except for restricted low approaches and an advisory shall be issued to the airborne aircraft.
HCLA 1-2	Idle power runs: No operational restrictions. Engine runs above idle: Prohibited.

HCLA (all other)	Idle power runs: No operational restrictions. Engine runs above idle: - When a heavy aircraft is running engines, operations of all aircraft directly behind are prohibited. - When any small or large aircraft is running engines, all aircraft operating behind the engine run require the pilot receive an advisory.
108 WG Trim Pad (South End of the West ramp)	Idle power runs: No operational restrictions. Engine runs above idle: No operational restrictions.

3.13. **Airfield Parking Plan/Restrictions.**

3.13.1. Aircraft parking spots are controlled and assigned by the Maintenance Operations Center and passed to Command Post and AM Ops.

3.13.1.1. ANG, USN, MAG-49 and USA aircraft will be responsible for assigning their own parking locations in their designated area. Any additional parking must be requested through Airfield Management for coordination.

3.13.1.2. Departing aircraft will report their parking spot to Tower (ground control) prior to engine start.

3.13.1.3. Arriving aircraft will report parking spot on initial contact with ground control.

3.13.2. Operational restrictions pertaining to taxiways/runways are as follows:

3.13.2.1. C130 and larger aircraft are not authorized to make 180 degree turns on the asphalt portion of runways 06/24 or 18/36. In addition, these larger aircraft are not authorized 180-degree turns on taxiway Lima. These restrictions are to prevent long term damage to the asphalt surfaces.

3.14. **Runway Surface Condition (RSC) and Runway Condition Reading (RCR).** AM Ops is responsible for determining RSC and RCR at McGuire. AM Ops will inform Tower, Command Post and weather of RSC or RCR changes. **NOTE:** When water is the only form of moisture on the runway, the Airfield Manager or designated Airfield Management Operations personnel will report the runway surface condition (RSC) as wet. The RSC will be reported to the nearest 1/10 of an inch, to include the location of any standing water.

3.15. **Procedures/Requirements for Conducting Runway/Airfield Inspections and Checks.**

3.15.1. Qualified AM Ops personnel shall perform a comprehensive daily airfield inspection IAW Air Force Instruction 13-213, *Airfield Management* and local operating procedures to include: runways, overruns, taxiways, parking aprons, markings, signs, wind cones, landing areas, airfield pavement areas, clear zone areas and construction areas.

3.15.2. AM Ops personnel shall conduct airfield checks IAW AFI 13-213 and local operating procedures to include the following:

3.15.2.1. In response to in-flight or ground emergencies.

3.15.2.2. In determining RSC or RCR.

3.15.2.3. Foreign Object Damage (FOD), bird aircraft strike hazard (BASH), habitat control, ponding, etc.

3.15.2.4. Nighttime/evening airfield lighting serviceability and marking retro-reflectivity check.

3.15.2.5. Unauthorized landings, severe weather, airfield driving violations, construction area checks and natural disasters.

3.15.2.6. Any condition that could affect safe airfield operations.

3.15.2.7. Closed areas for repair/construction prior to opening.

3.15.2.8. Check the designated NVG runway, taxi routes and IR lighting configuration.

3.16. Headgear will not be worn on the airfield unless required for aircraft maintenance, handling and security or in performance of other official function.

3.17. **Smoking and Disposal of Smoking Material.**

3.17.1. Smoking, striking matches or operating lighters is prohibited in the following areas:

3.17.1.1. Anywhere on the airfield, including the airfield road (and grass areas adjacent to the road), runway, taxiway, ramp and apron areas.

3.17.1.2. Within 50 ft of hangars, aircraft repair docks, paint shops, flammable liquid storage locations, or similar locations where concentrations of flammable/ combustible vapors/dust may be found.

3.17.1.3. Within 100 ft of a hydrant fueling system or aircraft being defueled or refueled.

3.17.1.4. In munitions storage areas.

3.17.1.5. In government owned or leased vehicles in accordance with AFI 40-102, *Tobacco Use in the Air Force*.

3.18. **Combat off-load Areas/Procedures**. The primary combat off-load area is Romeo Row. The alternate location is X-Ray Row.

3.18.1. 305 OSS/OSO (Current Operations) will publish Combat Offloads on the weekly/daily flying schedule produced by Current Operations. Combat offloads will not be scheduled during snow events until OSO confirms with 305 Operations Support Squadron Deputy Officer (305 OSS/DO) that there is a suitable path available for pallet removal.

3.18.2. 305 Aerial Port Squadron (APS) will:

3.18.2.1. Use the published flying schedule for their planning of pallet removal from the combat offload area (Romeo Row primary – X-Ray Row secondary).

3.18.2.2 Advise Airfield Management Operations (x2714/2713) when offload pallets have been recovered and the ramp is clear. Normally pallets will be cleared within 15 minutes. APS will notify AM Ops if pallet removal will take longer than 15 minutes.

3.18.2.3. Ensure offload pallets are marked with reflective tape to increase their visibility.

3.18.3. AM Ops will:

3.18.3.1. Issue a local NOTAM if pallets will remain in the offload area longer than 15 minutes, if advised by APS that they will remain longer than 15 minutes.

3.18.3.2. Upon notification from APS, perform a FOD check and visual inspection of the area and call Tower & Command Post to advise the pallets have been removed and the ramp is clear.

3.18.3.3. Using the wing Airfield Driving Program, advise airfield drivers of the Combat Offload areas and the hazards associated with those operations.

3.18.4. Control Tower will advise aircraft that may have to taxi into the area of known offload activity. (Both Romeo Row and X-Ray Row are not within the controlled movement area, so the Control Tower will not be able to advise vehicle traffic of the combat offload activity).

3.18.5. Combat Offload Aircrew will:

3.18.5.1. The day of the flight, coordinate with 305 APS (x2231) for the removal of combat offload pallets. As a minimum, the aircrew will advise APS of the approximate time, location, and number of pallets to be offloaded.

3.18.5.2. Utilize Romeo Row as the primary combat offload area. X-Ray Ramp will be used as the secondary area.

3.18.5.3. 30 minutes prior to the event, make a radio transmission to Command Post advising of planned offload operations.

3.18.5.4. Report to McGuire Ground Control and Command Post when commencing and completing offloads, with ramp location.

3.18.6. 87 ABW Command Post will:

3.18.6.1. Upon notification by the combat offload aircrew, call APS (x2231) and AM Ops (x2714/2713) to advise them when offload operations have commenced and when they are completed.

3.18.6.2. Develop a checklist procedure that will remain “Open” until receiving positive verification from AM Ops that APS has reported all combat offload pallets have been removed and the area is clear.

3.19. **Engine Running Crew Change (ERCC)**. The primary ERCC area is Delta Taxiway in the hammerhead. All ERCC's will be coordinated with ATC at least 10 minutes in advance.

4. Local Flying Procedures

4.1. **VFR Weather Minimums.** Weather minimums for aircraft operating within the local flying area will be IAW appropriate civil aviation regulations and AFI 11-202 Volume 3, *General Flight Rules*.

4.1.1. 600ft MSL VFR Helicopter Pattern Weather Requirement. Cloud bases must be at or above 1000 ft AGL with three miles visibility.

4.1.2. 800ft MSL VFR Light Aircraft Rectangular Pattern Weather Requirement. Cloud bases must be at or above 1200 ft AGL with three miles visibility.

4.1.3. 1600ft MSL VFR Heavy Aircraft Rectangular Pattern Weather Requirement. Cloud bases must be at or above 2000 ft AGL with three miles visibility.

4.1.4. 2100ft MSL VFR Overhead and Fighter Aircraft Rectangular Pattern Weather Requirement. Cloud bases must be at or above 2500 ft AGL with three miles visibility.

4.2. **IFR Departure and Arrival Procedures.**

4.2.1. Departure procedures are normally assigned and radar monitoring provided to departing aircraft by RAPCON. When an operational advantage is obtained or a NAVAID outage precludes assignment of a departure procedure, radar vectors are assigned.

4.2.1.1. Radar approach-controlled arrivals can expect vectors to intercept the ILS final approach course, unless requesting otherwise.

4.2.2.1. Radar approach-controlled arrivals requesting multiple approaches should coordinate their next approach intentions with approach control as soon as practical.

4.2.2.2. Radar Vectors to Initial. Pilots of aircraft under radar control may request vectors to initial. Vectors will be provided to intercept initial at three to five NM from the runway end. IFR service is automatically cancelled once the aircraft reaches initial.

4.3. **Traffic Patterns.**

4.3.1. VFR Traffic Patterns (**Attachments 7-8**).

4.3.1.1. Overhead Pattern altitude is 2,100 ft MSL. Aircraft will not begin descent until in the second 180 degree turn, and abeam or past the approach end.

4.3.1.2. Heavy Aircraft Rectangular Pattern altitude is 1,600 ft MSL. Fighter aircraft rectangular pattern altitude is 2,100 ft MSL. Light aircraft rectangular pattern altitude is 800 ft MSL. Helicopter pattern altitude is 600 ft MSL.

4.3.2. Radar Traffic Patterns (**Attachments 9-12**).

4.3.3. When R5001A/B is active above 1,000 ft, the traffic pattern for runway 06/36 shall be Left Hand Traffic Pattern and runway 24/18 shall be Right Hand Traffic Pattern.

4.4. **Noise Abatement Procedures**.

4.4.1. ATC instructions/directives take precedence over noise abatement procedures.

4.4.2. From 0600-2200L all practice approaches (circling, TADD, VFR) will avoid over flight of JB MDL housing below 1,600ft MSL. From 2200-0600L all "practice" approaches (circling, TADD, VFR) will avoid over flight of JB MDL housing.

4.4.3. McGuire Clinic and Deborah Hospital will not be flown over by any aircraft at any time.

4.4.4. Aircraft will not fly over HCLA 1 & 2 below 2,500ft AGL when aircraft are parked there.

4.5. Intersection Departures (Table 5). Tower controllers may initiate/authorize intersection takeoffs. The measured distance from the intersection to the runway end will not be issued to base aircraft unless specifically requested. The distance remaining, rounded down to the nearest 50 ft, from each intersection where takeoff is authorized is as follows:

Table 5. Intersection Departure Distances

Taxiway	Runway 24	Runway 06	Runway 18
B	2,100	7,900	N/A
C	7,200	2,800	N/A
J	N/A	N/A	6,450
L	N/A	N/A	6,150

4.6. **Opposite Direction Operations and Crossing Runway/Course Operations**

4.6.1. Opposite direction arrivals and departures are permitted, dependent upon existing traffic, to the runway in use. Unless an opposite direction operation is a known special mission (SKE, ALTRV, controlled departure times, alert launch, etc.), an opposite direction operation should not take priority over aircraft conforming to the normal traffic flow. This priority is not intended to be so rigorously applied as to grossly degrade air traffic service. Pilots who have ALTRV, timed departures, etc. will advise ground control of their slot time NLT 15 minutes prior to taxiing. **Note:** Opposite direction operations are defined as Runway 18 vs Runway 36 and Runway 24 vs. Runway 06 and runway 24 (departure) vs runway 36 (arrival).

4.6.1.1. Opposite Direction IFR Operations Minima.

4.6.1.1.1. Opposite direction Arrival vs. Arrival. The first arrival must have crossed the landing threshold prior to a succeeding aircraft continuing closer than ten miles on final/flying miles from the runway.

4.6.1.1.2. Opposite direction Arrival vs. Departure or Option. An opposite direction IFR arrival shall not proceed inbound closer than ten NM from runway threshold until the IFR departure or option is airborne and altitude separated or turned/clear of the final approach course.

4.6.1.2. Opposite Direction VFR Operations Minima.

4.6.1.2.1. Opposite direction separation standards in paragraph 4.5.1.1. may be reduced to six NM when the succeeding aircraft is VFR and has the preceding aircraft in sight or the Tower provides visual separation if applicable.

4.6.1.2.2. Departure/arrival: Departure must be airborne and altitude separated or turned/clear of the final approach course prior to the arrival reaching six mile final/flying miles from the runway mile final.

4.6.1.2.3. VFR aircraft in the pattern will not turn base until an opposite direction departure is airborne and turned/climbed clear of the final approach course or an opposite direction arrival has landed.

4.6.1.2.4. Aircraft inbound to initial for an overhead approach shall not proceed closer than five NM initial, not lower than 2,500 ft MSL before the departing aircraft is airborne and turned/clear of the final approach course. **Note:** 1,000 ft vertical separation will be required when an IFR aircraft's flight path will overlap the flight path of a heavy jet/B757.

4.6.2. Crossing Runway/Course Operations.

4.6.2.1. Crossing Runway/Course Operations involve runways 06 and 18, runways 06 and 36, runways 24 and 18 and runways 24 and 36 and vice versa.

4.6.2.2. Crossing Runway/Course Operations not involving heavy aircraft, ATC shall apply JO 7110.65 Ch 3 sec 9 and 10. **Note:** Option aircraft will be considered as arriving aircraft until crossing landing threshold and after crossing landing threshold option aircraft will be considered departing aircraft for the purpose of applying separation criteria.

4.6.2.3. Crossing Runway/Course Operations involving heavy jet/B757. ATC shall apply no less than five miles separation (when both aircraft involved are airborne) or two minutes separation (when at least one of the aircraft is awaiting departure on the ground) in those instances of Crossing Runway/Course Operations involving heavy jet/B757 aircraft as follows:

4.6.2.3.1. When the heavy jet/B757 is the preceding aircraft and the succeeding aircraft will fly through the airborne path of the heavy jet/B757

4.6.2.3.2. When the succeeding aircraft is operating directly behind a heavy jet/B757, or directly behind and less than 1,000 ft below a heavy jet/B757, or following a heavy jet/B757 conducting an instrument approach. **Note 1:** When applying wake turbulence separation criteria, directly behind means an aircraft is operating within 2,500 ft of the flight path of the leading aircraft over the surface of the earth. **Note 2:** Application of these procedures does not relieve controllers from the responsibility of providing other appropriate separation contained in JO 7110.65, AFI 13-204V3 or other superseding orders.

4.6.2.4. Crossing Runway/Course Separation Exceptions

4.6.2.4.1. IAW FAAO 7110.65 para 3.10.4, VFR aircraft may land on a crossing runway behind a heavy jet/B757 when arrival paths will cross. *EXAMPLE-*

"Runway six cleared to land. Caution wake turbulence, Heavy C-17 landing runway three six."

4.6.2.4.2. ATC shall apply no less than five miles initial radar separation for departure vs departure Crossing Runway/Course operations involving runways 18 and 24 for all aircraft types. In the aforementioned operation the five miles separation is measured from the crossing point of the departure flight paths. **Note 1:** IAW FAAO 7110.65 para 4.5.2.4b, the five miles separation criteria may be reduced to meet applicable FAAO 7110.65 separation standards when coordinated between ATC facilities.

4.6.3. Pilots requesting Opposite Direction or Crossing Runway/Course operations must be prepared to expeditiously comply with ATC instructions.

4.7. **Circling Approaches.** Practice circling approaches are authorized and will be permitted in conjunction with other traffic by ATC. These approaches will be IAW published approach procedures except:

4.7.1. Circling approaches will not be practiced from 2200L - 0600L for noise abatement. ***EXCEPTION:*** Approach to runway 36 circle for runway 06 or approach to runway 06 circle for runway 36.

4.7.2. Aircraft executing practice-circling approaches will avoid JB MDL housing areas, McGuire Clinic and Deborah Hospital in Browns Mills, NJ.

4.7.3. Requests for circling approaches are approved by Tower based upon known or anticipated traffic. The circling approach maneuvers listed below offer the best opportunity for approval. Other circling approach maneuvers restrict airport operations due to conflicting aircraft flight paths/wake turbulence separation requirements and may not be practical when other aircraft are present.

4.7.3.1. From runway 06 to a left base for runway 36.

4.7.3.2. From runway 36 to a right base for runway 06.

4.7.3.3. From runway 24 to a left base for runway 18.

4.7.3.4. From runway 18 to a right base for runway 24.

4.7.4. Locally assigned aircraft conducting circling approaches, when executing a missed approach/go around from a circling approach, will execute a climbing turn in the direction of the runway of intended landing, intercept final approach course for the runway of intended landing, and then execute local climb out. **Note:** This procedure applies to local training missions conducting practice approaches only.

4.7.4.1. Aircraft conducting circling approaches as published in Flight Information Publication (FLIP) due to operational necessity will comply with missed approach procedures as outlined in AFMAN 11-217 Volume 1, *Instrument Flight Procedures* (i.e. fly missed approach procedure for the approach flown, not to the runway of intended landing) and notify Tower/RAPCON of intended missed approach as soon as possible. **Note:** It is imperative that pilots advise ATC if executing a missed

approach for the approach flown, and not to the runway of intended landing, to deconflict potential Crossing Runway/Course operations.

4.7.4.2. Crossing runway/course separation if applicable, will be applied IAW section 4.5.2 for circling approaches to the runway of intended landing. Ex: Rwy 18 Circle Rwy 24, with an aircraft conducting approaches to Rwy 24, no crossing runway/course separation required, standard FAAO 7110.65 separation criteria will apply.

4.7.5. To de-conflict with traffic within Class D airspace, pilots may be instructed to maintain an altitude at or below 1,100 ft MSL while circling.

4.8. **Category II ILS Operations.**

4.8.1. In order to conduct Category (CAT) II ILS operations to runway 06, the equipment listed in Table 6 must be operational. This table will also indicate what equipment can be in/out of service and still be usable for CAT II ILS operations, as well as required NOTAMS.

Table 6. CAT II ILS Operations

EQUIPMENT/OUTAGE	USABLE	NOTAM
Localizer	NO	YES
Glideslope	NO	YES
Outer Marker	YES (Raise RVR minimums to 1,600 ft)	YES
Inner Marker	YES (Raise RVR minimums to 1,600 ft)	YES
RVR (Touchdown)	NO	YES
RVR (Midfield)	YES (Raise RVR Minimums to 1,600 ft)	YES
RVR (Roll out)	YES (Raise RVR Minimums to 1,600 ft)	YES
RVR Digital Readout-RAPCON and / or Tower	YES (if readings can be obtained from weather station)	YES
ILS RSI	NO	YES
ILS Far Field Monitor	NO	YES
Runway 06 Approach Lights	NO	YES
Runway Centerline Lights	NO	YES
HIRLs	NO	YES
Runway 06 TDZL	NO	YES
Precision Approach Runway Markings (packed snow, etc.)	NO	YES

4.8.2. Aircraft or vehicles in the ILS critical areas will temporarily suspend CAT II ILS operations during CAT II weather conditions.

4.8.3. The above criteria were extracted from AFMAN 32-1076, *Design Standards for Visual Air Navigation Facilities* and FAAO 6750.24D, *Instrument Landing System and Ancillary Electronic Component Configuration and Performance Requirements.*

4.9. **Local Clearance for Base Assigned Aircraft**.

4.9.1. Aircraft shall contact clearance delivery prior to taxi for local IFR clearance. Aircraft must then contact ground control for taxi instructions.

4.9.2. Aircraft that taxi back will receive their local clearance from clearance delivery again prior to contacting ground control for taxi instructions for their successive departure.

4.9.3. For locally assigned aircraft that depart the Tower VFR pattern to enter the radar pattern, an altitude and turn issued by the radar controller is considered IFR clearance to McGuire via the requested approach. Aircraft in the VFR pattern requesting to enter the radar pattern shall coordinate with Tower one pattern prior to entering the radar pattern.

4.10. **Multiple Approaches/Standard Climbout.** Standard climb out for multiple practice approaches shall be: fly runway heading, climb and maintain at or below 1600 until departure end then climb and maintain 2000. When given "EXECUTE LOCAL CLIMBOUT" this procedure shall be adhered to.

4.11. **Protection of the 360-degree Overhead Pattern**. When the overhead pattern is in use, all IFR/VFR aircraft that depart or are on the go, shall be issued a restriction to maintain at or below 1,600 ft until runway departure end before climbing to the assigned altitude. Example: "(CALL SIGN), MAINTAIN AT OR BELOW 1600 UNTIL DEPARTURE END THEN CLIMB AND MAINTAIN 2000".

4.12. **Standard Go Around and Breakout Procedures.**

4.12.1. Go Around procedures.

4.12.1.1. IFR Aircraft inside the final approach fix will execute local climbout and expect radar vectors.

4.12.1.2. VFR aircraft will fly runway heading, climb to the appropriate pattern altitude and await instructions from the Tower.

4.12.2. When a go around will not alleviate the conflict inside the final approach fix, Tower shall specify the direction of breakout; example: "(CALL SIGN), BREAKOUT TO THE WEST (reason)". The aircraft will be transferred to RAPCON to be reestablished in the approach/arrival pattern.

4.12.3. Breakout Procedures. When an aircraft is outside the final approach fix, Tower will coordinate breakout procedures with RAPCON. If time does not permit coordination, the following standard procedures shall be applied:

4.12.3.1. Runway 24: Turn right heading 360, climb and maintain 2,000 ft, contact arrival

4.12.3.2. Runway 06: Turn right heading 180, climb and maintain 2,000 ft, contact arrival

4.12.3.3. Runway 36: Turn Right Heading 150, climb and maintain 2,000 ft, contact arrival

4.12.3.4. Runway 18: Turn left heading 060, climb and maintain 2,000 ft, contact arrival

4.12.3.5. Aircraft will be informed: "(CALL SIGN) APPROACH CLEARANCE CANCELED, TURN LEFT/RIGHT (HEADING), MAINTAIN (ALTITUDE)".

4.13. **Local Aircraft Handling Priorities.**

4.13.1. FAAO 7110.65 governs aircraft operational priorities. Excluding FAA or local priorities, traffic will be handled on a first-come, first-served basis.

4.13.2. Local Aircraft Priorities. Except for the priorities set forth in FAAO 7110.65, local aircraft priorities will be provided in the following order:

4.13.2.1. JCS Priority missions as defined by Air Mobility Command Instruction (AMCI) 11-208, *Tanker/Airlift Operations.*

4.13.2.2. OPLAN 8010 Missions. EXCEPTION: These aircraft will be given top priority when on a USSTRATCOM-assigned mission IAW BUGGY RIDE/BUST OUT LOA.

4.13.2.3. Distinguished Visitor (DV) arrivals/departures.

4.13.2.4. AMC Controlled Departure Time sorties (defined exclusively as sorties in which an airdrop route or an air-refueling route [either tanker or receiver] is planned as the first activity after takeoff). **NOTE:** The term "Controlled Departure Time" (CDT) does not apply to "on time" departure-window requirements (e.g. the "pad"). However, this priority may be requested by 87 ABW Command Post for AMC missions.

4.13.2.5. Drop mission formations and SKE missions.

4.13.2.6. IFR Full Stop Landings.

4.13.2.7. IFR Departures (Non-local pattern, Tower or RADAR).

4.13.2.8. Practice VFR Tactical Arrivals and Departures (TADs).

4.13.2.9. Practice Approaches.

4.13.3. Aircrews will notify ground control NLT 15 minutes prior to their CDT and inform the controller of their actual CDT. Delaying to call Tower/ground control until the runway hold short line may not provide sufficient time for the controller to re-sequence traffic or guarantee a RADAR release to meet the required CDT. Once traffic has been vectored to final and transferred from RAPCON to Tower control, an inbound aircraft will have priority over departures that are not pre-coordinated with Tower/ground.

4.13.4. Where a conflict exists, McGuire Airfield facilities will provide ATC services on a priority basis, consistent with flight safety and the orderly movement of air traffic. When aircraft with identical priorities are in direct conflict, 87 ABW/CP shall determine priority.

4.13.5. Aircraft may be afforded priority over other operations when specifically requested by 87 ABW/CP. The 87 ABW/CP will coordinate the request with AM Ops. AM Ops will inform ATC facilities of any special priority requests.

4.14. **Flight Planning Procedures.**

4.14.1. All aircraft departing McGuire airfield must have a flight plan on file with AM Ops prior to takeoff.

4.14.1.1. See Section 6.2. for flight filing procedures for local VFR flight plans for tenant squadron helicopter operations.

4.14.2. Crews may file their flight plan in person at AM Ops.

4.14.3. Flight plans may be sent to AM Ops via:

4.14.3.1. Fax, ext 754-6465. A confirmation call by the sender is required after the transmitted fax machine indicates it has been completed. The pilot in command is responsible for assuring the flight plan is transmitted to AM Ops at least one hour prior to aircraft takeoff (two hours for international (ICAO) flight plans).

4.14.3.2. Email. Electronically signed flight plans, or scanned copies of signed flight plans may be sent to AM Ops inbox (SCC-BASEOP/McGuire AFB) at **SCCBASEOP@us.af.mil.** A confirmation call by the sender is required after the email is indicated as sent. The pilot in command is responsible for assuring the flight plan is emailed to AM Ops at least one hour prior to aircraft takeoff (two hours for international (ICAO) flight plans). **NOTE**: This does not apply to alert missions.

4.14.4. The user will maintain the original flight plan IAW WEB-RIMS Records Disposition Schedule (RDS).

4.14.5. In the event a crew must change or amend their original flight plan once on-board the aircraft, the following procedures will be followed:

4.14.5.1. The crew will contact AM Ops via Pilot-to-Dispatch (PTD) radio and provide the desired flight change information.

4.14.5.2. AM Ops will input the amended flight plan into the Aeronautical Information System Replacement (AIS-R). The revised flight plan will carry a Full Route clearance remark and will require full read-back to Clearance Delivery to ensure the accuracy of the changed routing.

4.14.6. IAW AFI 11-255V3, *Intergraded Flight Management Responsibilities and Procedures,* Flight Manager coordination is required for any changes to filed ATS flight plans for flight managed sorties (originating AIS address KRCHYXYX for TACC only. In circumstances where operational requirements necessitate a flight plan change and prior coordination with the Flight Manager is not possible, the Aircraft Commander may approve a flight plan change from an authorized alternative agency (e.g., Airfield Operations, Flight Service Station, etc.,), but must coordinate the change with the Flight Manager as soon as practical.

4.15. **No Flight Plan Departures/Arrivals and Unauthorized Arrivals.**

4.15.1. When “no flight plan” aircraft contact the Tower for engine start or landing clearance, Tower will verify with AM Ops that the aircraft has a flight plan on file. If there is not a flight plan on file, Tower will deny engine start approval or landing clearance, unless an emergency exists. EXCEPTION: Alert aircraft may start engines prior to contacting tower for taxi and takeoff clearance.

4.15.2. Unless an emergency exists, Tower will refuse landing clearance to all civilian “no flight plan” aircraft requesting to land at McGuire Airfield until AM Ops grants approval.

4.15.3. In the event of an unauthorized and/or unidentified aircraft arrival, Tower will activate the Primary Crash Alarm System (PCAS). Tower will direct the aircraft to turn off the runway at the first available taxiway and hold position. AM Ops will activate the Secondary Crash Net (SCN) immediately after activation of the PCAS. **NOTE**: An unauthorized/unidentified aircraft is defined as any aircraft with which communications has not been established prior to landing and/or any other aircraft that has been denied landing privileges yet does not follow instructions.

4.15.3.1. If the flight cannot be confirmed as being valid, AM Ops will notify Security Forces IAW JB MDL Integrated Defense Plan (JIDP).

4.15.3.2. In the event the pilot does not follow the Tower's instructions and continues to taxi, the Tower will treat that operation as an unauthorized aircraft movement IAW Annex M, Appendix 11, JIDP.

4.16. **Inbound Aircraft Notifications.** AFI 13-204V3, *Airfield Operations Procedures and Programs* specifically states the conditions under which ATC will forward information concerning inbound aircraft. It is the responsibility of the aircrew to notify Command Post/AM Ops of their pending arrival if transporting DVs, or if it is a special interest flight. ATC will not routinely be the focal point for the dissemination of this information. The FLIP/IFR Enroute Supplement contains published frequencies for contacting Command Post/AM Ops. This capability must be utilized to the maximum extent.

4.17. **Local Procedures for Forwarding IFR Flight Plans.**

4.17.1. AM Ops shall:

4.17.1.1. Notify Tower of all proposed flight plans. All aircraft that will remain in McGuire's airspace shall be identified as "Locals." All other aircraft shall be identified as "Departures” (include type departure procedure).

4.17.1.2. Notify RAPCON of all IFR proposed departures that will remain in McGuire's airspace.

4.17.1.3. Transmit IFR departure flight plans via Aeronautical Information System Replacement (AISR) to New York Air Route Traffic Control Center (NYARTCC). EXCEPTION: Departures that intend to remain entirely within McGuire RAPCON airspace (i.e., flights from McGuire to Lakehurst or South Jersey Regional, etc.), and altitude reservation (ALTRV) flights will be forwarded to the RAPCON.

4.17.1.4. When the NYARTCC computer, McGuire RAPCON flight data system (FDS) or the AISR are out of service, call all IFR departure flight plan information to Flight Service Station (FSS) and McGuire RAPCON. EXCEPTION: Departures intending to remain within McGuire RAPCON delegated airspace or in the Tower enroute control (TEC) system, as defined in the Department of Defense (DOD) Flight Information Publication, *Airport/Facility Directory for Northeast U.S*.

4.17.1.5. Forward the following departure flight plan information to RAPCON when required:

4.17.1.5.1. Aircraft identification.

4.17.1.5.2. Number and type aircraft, including navigational/beacon equip suffix.

4.17.1.5.3. Proposed Estimated Time of Departure (ETD).

4.17.1.5.4. Requested final altitude.

4.17.1.5.5. Departure Procedure/route of flight.

4.17.1.5.6. Destination.

4.17.1.5.7. Time en route.

4.17.1.5.8. Remarks.

4.18. **ASR/Standard Terminal Automation Replacement System (STARS) Outages**. During RADAR outages, local training missions will be terminated. Aircraft have the option to depart the area or fly VFR with the Tower. **NOTE:** McGuire has two RADAR feeds; Primary: The McGuire RADAR (AN/GPN-30 DASR) and Secondary: Gibbsboro RADAR (ARSR-4). The Gibbsboro RADAR feed is only used if the McGuire RADAR feed is not operational. Vectors for approaches are not available when the Gibbsboro RADAR feed is being used (due to a 13 second scan delay). Pilots can expect approach clearance from the initial approach fixes when Gibbsboro is being utilized.

4.19. **Airborne Radar Approaches/Airborne Radar Directed Approaches (ARA/ ARDA).** Due to no published ARA/ARDA approaches at McGuire Airfield, aircraft requesting either of these approaches shall be vectored and cleared for a VOR, TACAN or ILS (Localizer only) approach. Once the aircraft is established on downwind, the pilot may request to resume own navigation to turn final. Aircraft choosing this maneuver can expect a 12 DME restriction to comply with noise abatement procedures.

4.20. **Civil aircraft**, other than emergencies, will not be allowed to land unless an approved civil aircraft landing permit number/aircraft landing authorization number is on file and verified at AM Ops IAW AFI 10-1001 *Civil Aircraft Landing Permits*. Upon verification from AM Ops, a PPR number will be issued to allow for landing at McGuire Airfield.

4.20.1. Civil Use of McGuire ATCALS. Civil aviation aircraft are authorized to use McGuire ATCALS for practice approaches. However, use is restricted to low approaches only, traffic conditions permitting.

4.21. **Unusual Maneuvers.** Unusual maneuvers are not authorized in the McGuire Class D Airspace, except as authorized by local operating procedures. Unusual maneuvers include:

any intentional maneuver involving an abrupt change in an aircraft's altitude, an abnormal altitude, or abnormal acceleration not necessary for normal flight. IAW FAAO 7110.65, unusual maneuvers will not be approved unless they are essential to performance of flight in Class D Airspace. All requests must be coordinated through 305 OSS/OSA and approved by 305 OG/CC.

4.22. **Precision Approach Radar (PAR).** McGuire operates a PAR-2000 precision approach radar. The McGuire feed radar must be in service for PAR approach capability. In the event the McGuire radar feed is out of service, PAR approaches will be unavailable. Hours of availability for PAR approaches are as published in the NOTAMS or IFR Supplement.

4.22.1. MAG-49 will coordinate with 305 OSS/OSA for any additional PAR requirements based on flight operations and drill schedules.

4.23. **Tactical Arrival/Departure Procedures.** Procedures for tactical arrival/departure (TAD) operations can be found in the JB-MDL TAD/NVG LOA.

4.24. **KC-10 / KC-135 Cell Departure Procedures.** All KC-10 and KC-135 cell departures shall be conducted in nonstandard formation using MARSA procedures. When initially calling ground control for taxi, aircraft will identify themselves as a cell departure with their companion cell aircraft. For example "...CELL DEPARTURE WITH OPEC 41 AND FORCE 32."

4.24.1. RAPCON shall:

4.24.1.1. Assign a block altitude to allow intra-cell vertical spacing of 500 ft between each aircraft in the formation, and shall assign block altitudes for initial, interim, and final altitudes.

4.24.1.2. Assign each aircraft an individual beacon code and have them squawk on departure.

4.24.1.3. Assign all nonstandard formation departures the breakup fix as the clearance limit, IAW FAAO 7110.65.

4.24.1.4. Issue control instructions for the flight to the lead aircraft. (i.e., "TEAM 51 HEAVY FLIGHT,….")ATC will not issue instructions for the flight until all aircraft in the flight are airborne, unless necessary for safety of flight.

4.24.1.5. Issue individual control instructions to single aircraft in the flight as necessary (radar contact, traffic, emergency action, for example).

4.24.2. The lead aircraft shall:

4.24.2.1. Ensure each element of the flight has the correct ATC instructions, including individual squawks for departure.

4.24.2.2. Request a change to departure after takeoff clearance has been issued and before departure roll.

4.24.3. Tower shall ensure that all applicable information is issued prior to frequency change. If needed, Tower will issue additional instructions on guard.

4.24.4. On departure, all aircraft will squawk the IFR code assigned by clearance delivery.

4.24.5. After the lead aircraft has departed, the other elements in the flight may request visual cutoff to join. McGuire RAPCON will respond to the request with "VISUAL CUT-OFF APPROVED" or "UNABLE DUE TO (REASON), REMAIN ON THE DEPARTURE PROCEDURE."

4.24.6. In night/IMC, ATC will allow the flight to remain on the departure procedure, to the maximum extent possible.

4.24.7. If entering McGuire airspace in a flight, aircraft may request break up and vectors for approaches.

5. Emergency Procedures

5.1. **Firefighting/Rescue Capability.** During reduced firefighting/rescue capability at McGuire, certain operational restrictions exist. AM Ops will verify the firefighting/rescue capabilities status daily upon completion of the primary and secondary crash phone checks. Anytime a major piece of Aircraft Rescue Fire Fighting equipment is out of service, the Fire Chief or their representative will personally brief the AFM or designated representative. AM Ops will complete the Firefighting/Rescue Capability QRC and send any applicable NOTAMs.

5.2. **Reporting USAF Mishaps.** Designated Wing Safety Officers will notify appropriate chains of command for any mishaps occurring on McGuire Airfield.

5.3. **Jettison of Aircraft Stores.**

5.3.1. Primary Salvo Area. When possible, external stores will be jettisoned over the ocean in Warning Area 107. Recommend the Coyle VORTAC 120 radial be intercepted and flown so the item can be jettisoned beyond 20 DME at or below 2,500 ft.

5.3.2. Secondary External Stores Jettison Area. A secondary area for emergency use only is a 1 nautical square mile area located in the center of the Ft Dix Firing Range (R5001A/B). The center of the drop area is 4.6 DME on the GXU 095 degree radial. The center point of the western edge is 7 NM south of the southern tip of Brindle Lake (**Attachment 13**). CAUTION: Use of this Emergency External Stores Jettison Area must be coordinated with Tower and requires at least 15 minutes advance notice to shut down the firing range.

5.3.3. If aircraft parts/stores are inadvertently dropped in other than designated areas, the pilot will pinpoint the area of the drop and immediately upon landing, report particulars concerning the incident to AM Ops and the unit's operations section and complete necessary dropped object report. If under RAPCON control, notify the controller immediately so he/she can mark the position on the radar indicator. If dropped object is suspected of being on the airfield, operations will be suspended along the aircraft's previous route.

5.3.4. If a dump/spill of fuel (hazardous discharge) occurs over the state of New Jersey, state law requires that the amount and type of discharge, location in flight (RAD/DME or

Lat./Log.), wind speed and direction at the time of the discharge and the likely areas to be affected be reported to the New Jersey Department of Environmental Protection Communication Center.

5.3.5. Emergency Fuel Jettison Procedure. (**Attachment 14**)

5.3.5.1. PREPI intersection (CYN 100 degree radial at 54 DME, RBV 122 degree radial at 62 DME) has been designated as the emergency fuel jettison area for the 108 Wing (108 WG), 514 AMW, and 305 AMW.

5.3.5.2. Hold east of PREPI intersection, 7NM legs with right turns. Altitudes may vary from 5,000 to 17,000 ft MSL as assigned by New York Center. Prior coordination with Atlantic City Approach control is required before approving 5,000 ft. Preferred pattern altitudes are:

5.3.5.2.1. Abort pattern: 5,000 ft MSL.

5.3.5.2.2. Emergency Fuel Jettison pattern: 5,000 17,000 ft MSL. **NOTE**: ATC personnel may vary these procedures based on the individual emergency (i.e., length of holding leg, altitude assignment).

5.4. **Bailout Procedures.**

5.4.1. Time permitting, aircraft in distress will contact McGuire RAPCON on an emergency frequency, place the aircraft transponder to emergency setting and proceed to the Coyle VORTAC at an altitude of 3,000 ft MSL. All personnel except the pilot will bail out over the Coyle VORTAC. The pilot will fly a magnetic heading of 120 degrees for a period of two minutes past Coyle VORTAC or until reaching the coastline. The aircraft will be flown at the specified Tech Order KTAS, trimmed for level flight, the auto pilot will be engaged, if operable, and then the pilot will abandon the aircraft. **NOTE**: Fighter aircraft will turn to magnetic heading of 120 degrees over the Coyle VORTAC, reduce power to idle and eject.

5.4.2. RAPCON will.

5.4.2.1. Alert Tower, AM Ops and the applicable ATC agency as required by USAF/FAA directives.

5.4.2.2. Monitor aircraft position with radar.

5.4.2.3. Request the pilot to advise ATC when bail out is started. ATC will radar plot the bailout point to assist in rescue/recovery operations.

5.4.2.4. Monitor the aircraft trajectory to determine the crash location.

5.4.2.5. Notify Tower of bailout.

5.4.3. Tower will activate the primary crash alarm system when bailout procedures are used.

5.5. **Emergency Locator Transmitters (ELTs) and Crash Position Indicators (CPIs).** McGuire Tower will notify AM Ops and RAPCON each time they receive an UHF ELT/CPI signal.

5.5.1. AM Ops will provide all available information to required agencies per applicable QRC (i.e., frequency, strength of signal, time initially heard).

5.5.2. RAPCON will coordinate with AM Ops and Tower to comply with appropriate air traffic procedures IAW FAAO 7110.65 if an ELT/CPI signal is determined to be located somewhere off base either through ground search or airborne pilot reports.

5.5.3. Aircrew Flight Equipment will:

5.5.3.1. Immediately dispatch specialists with the necessary equipment to locate and deactivate the ELT/CPI.

5.5.3.2. Notify AM Ops of the results of the search.

5.5.3.3. Document actions as required.

5.6. **Operation of the Primary Crash Alarm System (PCAS)/ Emergency Response Procedures.** The Tower, AM Ops, Fire Headquarters, Flight Medicine and Primary Care Clinic comprise the local PCAS. Each agency has transmit and receive capability. The system can be activated only from the Tower. The following procedures govern the activation and use of the system.

5.6.1. McGuire Tower will:

5.6.1.1. Activate the PCAS for all aircraft mishaps, military or civilian, observed or reported, within McGuire's airspace. The PCAS will also be activated for all in-flight and ground emergencies, suspected hijack/unauthorized aircraft movements, aircraft bomb threats, hot brakes, fuel spills (when requested by Fire Dept.), and as directed by the Tower watch supervisor or Aircraft Commander.

5.6.1.1.1. All parties will remain on system until told to secure net.

5.6.1.1.2. In the case of an imminent emergency situation, the Tower will provide minimum information of callsign, type aircraft, nature of emergency and pilot’s desires to alert fire headquarters and to expedite their response time. All other information will be passed as received on a time permitting basis.

5.6.1.2. Hold the movement of ground traffic affecting the emergency response until emergency equipment is positioned in the designated standby points. Ground traffic that can be routed clear of emergency equipment may continue operations.

5.6.1.3. Discontinue all arrivals, departures, taxi operations and affected ground traffic movements in sufficient time to ensure availability of the landing area to emergency aircraft.

5.6.1.4. Reactivate the PCAS if the aircraft actually crashes, veers off the runway or other airport surface or essential information is received. Aircraft location will be given in general terms. Grid coordinates will be given if requested by the fire department. **NOTE**: Unless otherwise specified, Fire Chief or senior fire officer on scene will be designated as the on scene commander. Duties and responsibilities of this person will be IAW applicable CES regulations.

5.6.1.5. Upon termination of fire fighting/rescue operations, and/or maintenance activities connected with the emergency by the on scene commander, resume normal operations after authorization by Airfield Management.

5.6.1.6. Perform a daily operational check of the PCAS at 0830L to ensure satisfactory operation. All outages and malfunctions should be reported immediately to JCC/NCMO (305 CS Job Control).

5.6.1.7. Monday-Friday, 0730-1600L, Flight Medicine will answer and respond to the crash phone activation. Ambulatory service will acknowledge and respond to crash phone activation when Flight Medicine is closed.

5.6.2. McGuire RAPCON will notify the Tower of an emergency aircraft under its control with the following information: aircraft call sign, aircraft type, nature of emergency, fuel remaining, personnel on board, estimated time of arrival, landing runway and cargo or weapons information (if available). If RAPCON becomes aware of a suspected hijack/unauthorized movement inbound to McGuire Airfield RAPCON will notify the Tower who in turn will activate the PCAS IAW paragraph 5.6.1.1.

5.7. **Operation of the Secondary Crash Net (SCN).** This circuit can only be activated by AM Ops. SCN agencies are limited to those agencies requiring emergency action/response to aircraft accidents/incidents. The SCN stations include: 87 ABW Command Post, AM Ops, Fire Department, Weather, EOD, Flight Medicine, Security Forces, Safety, Public Affairs, Ambulatory Services, 108 WG Command Post, CE, Emergency Management and Vehicle operations. AM Ops will:

5.7.1. Activate the SCN for all observed or reported emergencies.

5.7.2. Transmit all available information immediately upon receipt. MAFB Form 15, *Emergency Notification Checklist* will be utilized for recording and passing information. All information will be repeated verbatim. When questions are necessary they will be acknowledged after all information has been transmitted. If there are no further questions, each station is automatically released upon receipt and understanding of the message.

5.7.3. Notify all agencies, using the SCN, if additional information is received.

5.7.4. Use the SCN and pass termination of emergency messages. Example: "The in-flight emergency on Reach 8053, C-17, Terminated at 0935 Local. If there are no questions, all parties are released."

5.7.5. Perform a daily check with all stations at 0835L to insure the system is operational. This should be done after the PCAS check. All outages and malfunctions must be reported immediately for repair/fix action.

5.8. **NAVAID Emergency Warning and Evacuation Alarm**. The emergency warning and evacuation alarm system is used to notify personnel in and around the Localizers, VORTAC, Glideslopes, and Inner markers that an emergency aircraft is approaching to land.

5.8.1. Tower will activate the alarm any time an aircraft with a known or suspected emergency condition intending to land at McGuire Airfield has commenced approach and is within 10 NM of the runway. Tower will deactivate the alarm when the hazard no longer exists.

5.8.2. The alarm located at all airfield sites will be inspected by maintenance personnel IAW work center inspection criteria.

5.9. **Evacuation of ATC Facilities.** Watch supervisors will direct the evacuation of their respective ATC facility for any emergency situation as deemed necessary (e.g. fire, bomb threat, etc.). Air traffic control services shall be limited until primary facilities are returned to service. ATC facilities will only be evacuated in the event of a real (not exercised) emergency as required. There are no alternate Tower or RAPCON facilities/procedures at McGuire Airfield. **NOTE:** All actions will be performed on a time permitting basis. Safety of personnel will be paramount.

5.9.1. Tower ONLY evacuation.

5.9.1.1. Tower shall:

5.9.1.1.1. Activate the primary crash alarm system. State "MCGUIRE TOWER IS BEING EVACUATED (REASON AND ALTERNATE INSTRUCTIONS)".

5.9.1.1.2. If time permits, make a blanket ATIS broadcast to include " MCGUIRE TOWER HAS BEEN EVACUATED (REASON AND ALTERNATE INSTRUCTIONS)". If time does not permit blanket broadcast, ATIS will be shut off.

5.9.1.1.3. Notify RAPCON of pending evacuation.

5.9.1.1.4. Transmit on all UHF/VHF/FM frequencies that "MCGUIRE TOWER IS BEING EVACUATED (REASON AND ALTERNATE INSTRUCTIONS)".

5.9.1.1.5. Turn on all airfield lighting to step 3 for the runway in use. Tower will advise AM Ops of required changes to lighting intensities when required after evacuation. AM Ops will then notify Airfield Lighting personnel for appropriate action.

5.9.1.1.6. Proceed to Building 1619 IAW Tower operating procedures. If Building 1619 is within designated cordon area, controllers will proceed to Building 1730.

5.9.1.1.7. Wind Limitations on Control Tower. Tower will evacuate when the wind speed exceeds gusts of 70 knots, or a sustained wind speed of 60 knots. The Tower may evacuate anytime when, in the opinion of the Tower Watch Supervisor, the Tower is unsafe or nonfunctional. McGuire Airfield does not maintain an alternate Tower facility.

5.9.1.2. RAPCON shall:

5.9.1.2.1. Advise aircraft the Tower is being evacuated and that only airfield advisory services are available.

5.9.1.2.2. Monitor Tower frequencies 255.6 MHz and 118.65 MHz until arrival of Tower personnel.

5.9.1.2.3. Inform 87TH Communications Squadron Maintenance Control (ext 3111), 87 ABW/CP and adjacent facilities that the Tower is being evacuated.

5.9.1.2.4. Contact 87 CS/SCMW (ext 2979) to notify NAVAID maintenance personnel to proceed to the VORTAC, localizer and glideslope in use for local monitoring, due to Tower evacuation.

5.9.2. Tower and RAPCON evacuation.

5.9.2.1. Tower shall:

5.9.2.1.1. Activate the primary crash alarm system. State "MCGUIRE TOWER AND RAPCON ARE BEING EVACUATED (REASON AND ALTERNATE INSTRUCTIONS)".

5.9.2.1.2. Make a blanket ATIS broadcast to include "MCGUIRE TOWER AND RAPCON HAVE BEEN EVACUATED (REASON AND ALTERNATE INSTRUCTIONS)".

5.9.2.1.3. Transmit on all UHF/VHF/FM frequencies that "MCGUIRE TOWER AND RAPCON ARE BEING EVACUATED (REASON AND ALTERNATE INSTRUCTIONS)".

5.9.2.1.4. Turn on all airfield lighting to step three for the runway in use. Tower will advise AM Ops of required changes to lighting intensities when required after evacuation. AM Ops will then notify Airfield Lighting personnel for appropriate action.

5.9.2.1.5. Proceed to Building 1619 IAW Tower operating procedures. If Building 1619 is within designated cordon area, controllers will proceed to Building 1730.

5.9.2.2. RAPCON shall:

5.9.2.2.1. Transmit on all UHF/VHF frequencies that "MCGUIRE TOWER AND RAPCON ARE BEING EVACUATED (REASON AND ALTERNATE INSTRUCTIONS)".

5.9.2.2.2. Inform all appropriate adjacent ATC facilities that facilities are being evacuated and implement NYARTCC Emergency Action Plan.

5.9.2.2.3. Contact 87 CS/SCMW (ext 2979) to notify NAVAID maintenance personnel to proceed to the VORTAC, localizer and glideslope in use for local monitoring, due to Tower evacuation. Inform 87TH Communications Squadron Maintenance Control (ext 3111).

5.9.2.2.4. Evacuate to the parking lot of base supply and take accountability of all personnel.

5.9.3. RAPCON ONLY evacuation.

5.9.3.1. RAPCON shall:

5.9.3.1.1. Transmit on all UHF/VHF frequencies that "MCGUIRE RAPCON IS BEING EVACUATED (REASON AND ALTERNATE INSTRUCTIONS)".

5.9.3.1.2. Inform all appropriate adjacent ATC facilities, including McGuire Tower, that facilities are being evacuated and implement NYARTCC Emergency Action Plan.

5.9.3.1.3. Inform 87TH Communications Squadron Maintenance Control (ext 3111).

5.9.3.1.4. Evacuate to the parking lot of base supply and take accountability of all personnel.

5.9.3.2. Tower shall:

5.9.3.2.1. Activate the primary crash alarm system. State "MCGUIRE RAPCON IS BEING EVACUATED (REASON AND ALTERNATE INSTRUCTIONS)".

5.9.3.2.2. Make a blanket ATIS broadcast to include "MCGUIRE RAPCON HAS BEEN EVACUATED (reason and alternate instructions)".

5.9.3.2.3. Transmit on all UHF/VHF/FM frequencies that "MCGUIRE RAPCON IS BEING EVACUATED (REASON AND ALTERNATE INSTRUCTIONS)".

5.9.4. AM Ops shall:

5.9.4.1. Restrict flying operations to missionessential aircraft. Local training flights will be suspended.

5.9.4.2. Advise Airfield Lighting of lighting changes as directed by Tower personnel during period of Tower evacuation.

5.9.5. Airfield Lighting will operate lighting as advised by AM Ops.

5.9.6. Base Fire Department shall provide a portable crash FM radio for use by Tower personnel as the primary communications source.

5.9.7. Equipment permitting (i.e. Tower only evacuation) air traffic control services will be limited as follows:

5.9.7.1. Service to missionessential departures and arrivals only. Aircraft can expect a fullstop. IFR arrivals can expect slight delays; IFR departures can expect clearance void times.

5.9.7.2. Weather and airfield information to arrival and departure aircraft.

5.9.7.3. Runway access for vehicular traffic will be limited to emergency requirements only.

5.9.7.4. All operations, including engine starts, taxiing, and arrival/departures shall be at the discretion and responsibility of the aircraft commander.

5.9.8. Return to normal operations will be coordinated between the AFM and the AOF/CC/facility chief controller (CCTLR) or in the absence of AOF/CC/CCTLR, the facility Watch Supervisor/Senior Controller.

5.10. **Evacuation of Airfield Management Operations**.

5.10.1. On occasion, AM Ops will have limited operating capability due to evacuation of the primary facility. During the period between evacuation of primary AM Ops and relocation to alternate location, all AM Ops capabilities will cease.

5.10.2. AM Ops shall:

5.10.2.1. Only evacuate in the event of a real (not exercised) emergency as required.

5.10.2.2. Notify AFM, 87 ABW/CP, Tower and RAPCON that AM Ops will be unmanned and personnel are evacuating to their alternate location.

5.10.2.3. Complete procedures IAW Evacuation of AM Ops QRC.

5.10.2.4. Establish operations at alternate location as soon as practical and contact required agencies IAW Evacuation of AM Ops QRC.

5.10.2.5. Upon return to primary location, required agencies will be contacted IAW Evacuation of AM Ops QRC.

5.10.3. Tower and RAPCON shall contact AM Ops personnel via radio/phone for any required AM Ops coordination.

5.11. **Lost Communication Procedures.**

5.11.1. Tower Pattern. Aircraft experiencing lost communication while in the Control Tower's pattern will rock wings (daytime) or flash landing lights (nighttime) while on downwind and proceed to a full stop landing on last assigned runway, exit the runway expeditiously and continue to follow light gun signals. Aircrew will watch the control Tower for light gun signals.

5.11.2. Radar Pattern.

5.11.2.1. Runway 06/36/24: Aircraft will squawk 7600 and turn direct LADBE. Once direct LADBE, aircraft will descend/climb and maintain at or above 2000 ft MSL. Aircraft will fly a VOR, VOR DME, or TACAN approach. Aircraft will land, exit the runway expeditiously and follow Tower light gun signals.

5.11.2.2. Runway 18: Aircraft will squawk 7600 and turn direct OGURE. Once direct OGURE, aircraft will descend/climb and maintain at or above 2000 ft MSL. Aircraft will fly a VOR, VOR DME, or TACAN approach. Aircraft will land, exit the runway expeditiously and follow Tower light gun signals.

5.11.3. Ground Traffic.

5.11.3.1. Vehicles experiencing lost communication while within the approach zone, CMA or runway will face vehicle towards the Tower and flash headlights. The vehicle will then wait for light gun instructions from the Tower. The Tower may also flash runway lights to signal vehicles to exit runway immediately.

5.11.3.2. Aircraft experiencing lost communications while on the ground will flash landing lights and wait for light gun instruction from the Tower.

6. Helicopter Operations

6.1. **Hover Point Operations.** The hover points are established on taxiway Hotel (**Attachment 2**). Traffic using these hover points will abide by the following restrictions.

6.1.1. Aircraft will establish radio contact with ground control prior to operating outside the Marine Aviation ramp.

6.1.2. Hover Point operations are restricted to VFR conditions only. Runways 18/36 or 06/24 will be used for nighttime and IFR operations.

6.1.3. Operation to and from the hover point will be authorized by ATC, only between official sunrise and sunset (the hover point is unlit) unless specifically requested by the pilot, IAW FAAO 7110.65.

6.1.4. The primary departure and arrival point for VFR helicopter operations will be the hover points.

6.2. **Local Helicopter Operations**

6.2.1. A published flight schedule in lieu of a DD-175 will suffice for all Marine squadrons conducting VFR flight operations from McGuire Airfield, JB MDL within the local flying area. The published flight schedule will be provided to Airfield Operations one day prior to the day of execution and will include aircraft type, call sign, departure/enroute/arrival times. Any changes will be updated with Airfield Management (DSN: 650-2714 or Comm: 609-754-2714) prior to request for engine start.

6.2.1.1. The local flying area is depicted in **attachment 5**, McGuire Airspace Delegation.

6.2.2. Special VFR Helicopter operations are authorized within the McGuire Class D airspace. Procedures are governed by FAAO 7110.65. Pilots will maintain SVFR, per FAR 91.107, while in the Class D airspace.

6.2.3. Helicopters will avoid over flight of unpaved areas in close proximity to runways or taxiways below 100ft AGL to minimize FOD hazard.

6.2.4. All Marine helicopters will contact Ground Control following engine start to request taxi instructions. Prior to taxiing, all helicopters will receive current Automatic Terminal Information Service (ATIS) information via frequency 110.6 VHF/270.1 UHF. All helicopters requesting takeoff will switch to tower frequency on 118.65 VHF/255.6 UHF at the intersection of taxiway Tango/Victor and taxiway Hotel in order to receive departure instructions.

6.2.5. Compass swing area for H-53 is located on the Marine parking ramp and H-1 swing area is located on Victor parking row. (**See Attachment 4**)

6.2.6. Helicopters will be towed to compass swing location IAW tow instructions outlined in **Section 3.12** of this operating instruction.

6.3. **VFR Operations**

6.3.1. VFR Departures: Aircrew may coordinate with tower to depart from hover points at the intersection of taxiway Tango/Victor and Hotel. Aircrew will utilize points SIERRA, LEMON, MIKE, EASTERN and NOVEMBER. Class D exit altitude is 1100ft MSL.

6.3.2. VFR Arrivals.

6.3.2.1. Helicopters shall contact tower prior to entering McGuire Class D airspace and maintain 600ft MSL during day, night or NVG operations. Aircrew will utilize points SIERRA, LEMON, MIKE, EASTERN and NOVEMBER.

6.3.2.2. Arrivals from the north shall remain clear of base housing, maintain 600ft MSL, fly VFR approach to runway 18 and coordinate with tower for transit to Marine ramp. Coordination with tower to off-set and land at the marked hover points on taxiway Hotel may be permitted.

6.3.2.3. Arrivals from the south shall maintain 600ft MSL, fly VFR approach to runway 36 and coordinate with tower for transit across Rwy 06/24 extended centerlines and continue transit to Marine ramp. Coordination with tower to off-set and land at the marked hover points on taxiway Hotel may be permitted.

6.4. **IFR Departures/Arrivals.** All takeoffs and landings will be to/from the runway in use. Coordination with tower to off-set and land at the marked hover points on taxiway Hotel may be permitted if the weather minima exist to permit the helicopter to maneuver safely to the landing point. IFR arrivals must either cancel IFR or terminate services with RAPCON if intending to land on a point other than the runway.

6.5. **Field Carrier Landing Practice (FCLP) Maneuver.** Also called "Boat Pattern".

6.5.1. FCLP markings (also called "crow's ft") will be located on taxiway Hotel, adjacent to the Marine ramp. (**See Attachment 3)**

6.5.2. FCLP maneuvers are commenced by flying in a 1 mile radius circular pattern, one mile from taxiway Hotel. Helicopters will begin the pattern at 300ft AGL and follow a three degree glide-slope into the landing spot. (**See Attachment 3)**

6.5.3. Helicopters shall request "boat pattern" with tower prior to commencing maneuver. Controllers may interrupt "boat pattern" execution if higher priority aircraft operations are required, including PAR approaches.

6.6. **Simulated Emergencies and Practice Auto Rotations:** Pattern altitudes for simulated emergencies and practice auto rotations shall be coordinated with the tower. The standard auto rotation pattern will be 1200ft MSL and will be conducted to recover over runway 18/36 (primary) or to Twy H (secondary). The auto pattern may be conducted close abeam to Twy H or runway 18/36.

6.7. Hover Checks.

6.7.1. Hover checks for maintenance will be conducted over hover points located on taxiway Hotel near the intersections of taxiway Tango and Victor. These locations are currently marked with an "H". **See Attachment 2**.

6.7.2. Helicopters shall contact Ground Control once commencing engine start for taxi instructions. Upon reaching Twy Hotel intersection, helicopters may be instructed to contact Tower to transit and perform hover checks.

6.7.3. Tower may interrupt hover checks, as necessary, to accommodate taxiing aircraft on taxiway Hotel.

6.7.4. If hover checks appear to generate FOD on taxiway Hotel or adjacent surfaces, crews will notify tower ASAP to dispatch airfield sweeper to that location.

6.8. **Lost Communication Procedures (NORDO).** Arriving helicopters will attempt to maintain VFR and shall approach the airfield at 500 ft MSL.

6.8.1. During daylight hours, the NORDO helicopter shall squawk 7600 and observe the tower for light signals per the Flight Information Handbook. Acknowledge light gun signals with a rock of the tip path plane.

6.8.2. During non-daylight hours, the NORDO helicopter shall squawk 7600 and observe the tower for light signals per the Flight Information Handbook. Acknowledge light gun signals with a flash of the landing light or search light.

6.9. Ordnance Operations.

6.9.1. The loading and unloading of forward firing ordnance shall be conducted only on approved aircraft parking spots within the Combat Aircraft Loading Area (CALA) located on the Marine parking ramp. All aircraft shall be pointed directly towards the berm adjacent to the ramp.

6.9.2. During periods of thunderstorms and/or lightning within five miles of the airfield, ordnance handling procedures will cease.

6.9.3. Refueling of aircraft uploaded with ordnance within the CALA is approved as long as refueling and loading/down-loading of ordnance is NOT conducted simultaneously. A distance of 50 ft must be maintained between aircraft loading/down-loading and other refueling aircraft.

6.9.4. Ordnance assembly and disassembly shall only be conducted within the approved ordnance assembly area. All nonessential personnel will remain at least 100ft from this area.

7. Miscellaneous Procedures/Operations

7.1. **Aircraft Weather Recall Procedures**. The 305 OG/CC, 514 OG/CC, 108 OG/CC or their designated representatives, will jointly coordinate with 87 ABW Command Post and 305 OSS/OSA to ensure the safe, orderly and expeditious recovery of locally based aircraft during adverse weather conditions. ATC will be the focal point for actual recovery operations and has direct control of the movement to recover aircraft through the air traffic system. Recovery sequence will be determined by aircraft type, capabilities, fuel considerations and other factors directly related to the recovery operation.

7.2. **Non-Standard Operations**

7.2.1. Balloon releases. Except for weather observation, release of (unpowered) hot air or helium filled balloons is not allowed within five NM of McGuire Airfield, unless coordinated with ATC as per FAAO 7210.3 (754-3103).

7.2.2. Kite flying within 3NM of McGuire Airfield. Kites will not be flown on the central portion of McGuire Airfield (within the "triangle" area), as per FAAO 7210.3. Kites flown outside this area but within three NM of the McGuire airfield, may not be flown any higher than 150 ft.

7.2.3. Remote/Radio Controlled Aircraft. Operation of remote/radio controlled aircraft is prohibited within the Class Delta Airspace of McGuire Airfield, in accordance with Academy of Model Aeronautics guidelines.

7.3. **Dangerous/Hazardous Cargo Operations.**

7.3.1. Taxi Procedures. For aircraft loaded with class/division 1.1, 1.2 or 1.3 (over 1,000 pounds Net Explosive Weight [NEW]), the following are the preferred taxi routes to be used by the aircraft commander and Tower personnel.

7.3.1.1. Landing runway 06/24/18. Taxi via taxiway Golf to taxiway Lima, then to the HCLA.

7.3.1.2. Landing runway 36. Continue landing roll to taxiway Lima, then to the HCLA. This is also a secondary route for aircraft landing runway 24.

7.3.1.3. Taxiing via the main ramp will only be used as a last resort and the aircraft will not be stopped while on the Main Ramp taxiway.

7.3.2. Nuclear loading training will be conducted at the designated training spot on Lima taxiway. Training may be conducted on HCLA 1 and 2 when operational missions permit. Coordinate with AM Ops prior to using either HCLA.

7.4. **Parking Operations for Aircraft with Hazardous Cargo:** Hazardous cargo laden aircraft parking will be in accordance with the following guidelines.

7.4.1. AM Ops will coordinate parking spots for hazardous cargo laden aircraft with MOC and the Wing Command Post.

7.4.2. EOD will maintain a standby posture upon notification of aircraft arrival, loading or unloading, and departure operations.

7.4.3. The primary HCLAs are HCLA 1 and 2, located south of the Lima and Mike taxiways intersection. Aircraft with HC/D 1.1. and/or 1.2 or HC/D 1.3. exceeding 5,000 lbs NEW must park on HCLA’s 1-7. HCLAs 1 and 2 are restricted to aircraft with wingspan less than 170 ft. Caution: Explosive laden foreign aircraft (with 1.1, 1.2, and 1.3 over 1,000 lbs NEW) will not be parked on the primary HCLAs when either HCLA 1 or 2 is occupied by a Primary Nuclear Airlift Force (PNAF) aircraft.

7.4.4. When both designated Primary HCLAs are occupied, explosive laden aircraft, HC/D 1.1. and/or 1.2. not exceeding 50,000 lbs NEW may be parked on HCLA 3. The 305 AMW/SEW will be notified when these spots are used.

7.4.5. Aircraft carrying HC/D 1.1 explosives not exceeding 30,000 lbs may park on Lima taxiway (HCLAs 4-7). Aircraft carrying HC/D 1.3 explosives not exceeding 1,000 lbs or any amount of HC/D 1.4 may park on Hotel through Lima rows spots 3 and 4. Aircraft with HC/D 1.3 less than 5,000 lbs NEW may be parked on Alpha, Bravo rows or Mike and November rows spots 2 and 3 only. Amounts exceeding 5,000 lbs NEW of 1.3. must be parked on a HCLA.

7.4.6. Parking spots used for loading or unloading HC/D 1.4 explosives will be any spots authorized for 1.1, 1.2, or 1.3.

7.4.7. When parking spot saturation (for hazard class division 1.1 and 1.2 explosives) is anticipated, AM Ops will notify the Wing Explosives Safety Officer at least 24 hours in advance. The Explosives Safety Officer will advise the Wing Commander if the situation cannot be controlled at Wing staff level.

Table 7. Explosives Laden Aircraft Parking Guide

NOTE*:* DOT CLASS A, B, and C Explosives terminology will not be used when deciding aircraft parking locations.

PARKING LOCATION	**EXPLOSIVE LIMITS**
HCLA 1 & 2	**HC/D 1.1. : UP TO 24,000 LBS NEW** **HC/D 1.2.1. (12) : UP TO 28,000 LBS NEW** **HC/D 1.2.2. : UP TO 50,000 LBS NEW** **HC/D 1.3. : Capacity / No restriction** **HC/D 1.4. : Capacity / No restriction**
HCLA 3	**HC/D 1.1. : UP TO 50,000 LBS NEW** **HC/D 1.2.1. (12) : UP TO 28,000 LBS NEW** **HC/D 1.2.2. : UP TO 50,000 LBS NEW** **HC/D 1.3: UP TO 250,000 LBS NEW** **HC/D 1.4: Capacity / No restriction**
LIMA TAXIWAY (HCLA 4 - 7) Notify 305 AMW/SEW when in use.	**HC/D 1.1. : UP TO 30,000 LBS NEW** **HC/D 1.2.1. (12) : UP TO 28,000 LBS NEW** **HC/D 1.2.2. : UP TO 50,000 LBS NEW** **HC/D 1.3. : Capacity / No restriction** **HC/D 1.4. : Capacity / No restriction**.
ALPHA ROW: SPOTS 1 - 4 BRAVO ROW: SPOTS 1 - 6 MIKE ROW: SPOTS 2 & 3 NOVEMBER ROW: SPOTS 2 & 3	**HC/D 1.3. : UP TO 5,000 LBS NEW** **HC/D 1.4. : Capacity/ No restrictions**
ROMEO ROW: PARKING SPOTS 1 - 13 MAIN RAMP (HOTEL – LIMA ROWS): 3 & 4 PARKING SPOTS VICTOR ROW: SPOTS 1 - 4	**HC/D 1.3. : UP TO 1,000 LBS NEW** **HC/D 1.4. : Capacity/ No Restrictions**

7.5. **Rescue Protection for Aeromedical Airlift Aircraft.** The following procedures are required only when the pilot requests AIREVAC priority handling.

7.5.1. Tower is the focal point for all requests for information pertaining to these aircraft.

7.5.2. The Tower will notify the fire department via landline of the arrival of Aeromedical Airlift Aircraft when the pilot requests AIREVAC priority handling.

7.6. **Bird/Wildlife Control and Bird Aircraft Strike Hazard (BASH) Program.** For detailed guidance on the McGuire bird/wildlife control program, refer to SPLAN 91-212, *JB MDL BASH Plan*. Two BASH reduction phases are implemented at McGuire.

7.6.1. Phase I. The period from December through July. Historical data shows these months to have relatively few bird strikes.

7.6.2. Phase II. Period of historically high bird activity. Phase II is implemented by the installation Bird Hazard Working Group (normally 1 Aug - 30 Nov). Additional restrictions (as outlined in JB MDL BASH Plan 91-212, the IFR supplement and NOTAMS) apply during this period.

7.6.3. Bird Hazard Conditions (BHC). BHC is the same as Bird Watch Condition. Bird activity includes any birds that may create a hazard. Listed below are standard BHC that will be used at McGuire Airfield to warn aircrew and support personnel of the current bird threat to operations. Conditions are as follows.

7.6.3.1. BHC LOW: Normal bird activity (as a guide, fewer than five large birds (waterfowl, raptors, gulls, etc.) or fewer than 15 small birds (terns, swallows, etc.) on or above the airfield with a low probability of hazard.

7.6.3.2. BHC MODERATE: Increased bird population (approximately five to 15 large birds or 15 to 30 small birds) in locations that represent an increased potential for strike.

7.6.3.3. BHC SEVERE: Defined as high bird population (as a guide, more than 15 large birds or more than 30 small birds) on or immediately above the runway or other specific locations (taxiways, infield areas, departure or arrival corridors, etc.) that represents a high potential for strike. **NOTE**: Keep in mind a single bird in a critical location may elevate the BHC to moderate or severe (i.e., vulture).

7.6.4. Operational restrictions apply to all AMC aircraft operating at McGuire Airfield. Deviations require operating units OG/CC (or equivalent) or higher approval. Tenant/supported unit aircrew's chain of command is best positioned to apply ORM principles in weighing the increased risk of a bird strike against the operational needs of the unit.

7.6.4.1. BHC LOW: No operational restrictions apply, however personnel are reminded to maintain vigilance for bird and wildlife hazards.

7.6.4.2. BHC MODERATE: All local Instrument Flight Rules (IFR)/Visual Flight Rules (VFR) all traffic pattern training activity will cease. The Pilot in Command is the approval authority for takeoffs and landings during BHC Moderate. ATC and Command Post, in coordination with AM Ops, will advise aircraft on anticipated delay, if known, for bird dispersal or a return to BHC Low. Airborne aircraft will divert, hold, or full-stop.

7.6.4.3. BHC SEVERE: All takeoffs and landings are prohibited. Airborne aircraft will divert or hold. Deviations require operating unit's OG/CC (or equivalent) or higher approval.

7.7. **Airfield Photography**

7.7.1. IAW JIDP, all photography in restricted areas within the legal confines of McGuire Airfield is prohibited unless authorized by the Chief, Public Affairs Division. The AFM is the alternate approving official for photography on the airfield.

7.7.2. Non public affairs personnel shall be authorized airfield photography only by a letter signed by the Public Affairs Division or designated representative.

7.7.2.1. Letter must be hand carried while photographing in restricted areas.

7.7.2.2. Individuals taking pictures without an approved letter shall be escorted out of the restricted area, and their film or digital record file confiscated.

7.7.3. An AF Form 52, *Evidence Tag*, will be issued as a receipt for the confiscated film. AFOSI should be notified and, at their discretion, given the opportunity to interview the subject.

7.7.4. Public Affairs personnel must escort all news media personnel photographing on McGuire Airfield at all times.

7.7.5. The maximum ratio of escortees to escorts on McGuire Airfield is ten to one. (A maximum of ten personnel being escorted by one escort official in the airfield restricted area IAW AFI 31-101).

7.8. **Flight Information Publication (FLIP) Procedures for Requesting Changes**. AM Ops shall review each new FLIP edition for accuracy and consistency of airfield related data. Agencies or personnel requesting changes or additions to the FLIPs shall route requests through the AFM.

7.9. **Special Procedures Not Applied at McGuire Airfield**. The following special procedures are not available or applicable at McGuire Airfield:

7.9.1. Aircraft Arresting Systems. McGuire does not have arresting systems.

7.9.2. Reduced Runway Separation. will be accomplished IAW FAAO 7110.65 and AFI 13-203, *Air Traffic Control*.

7.9.3. Supervisor of Flying (SOF) Operating in the Tower. McGuire does not utilize a SOF in the tower.

7.9.4. Aero Club Operations. McGuire does not have an Aero Club.

7.9.5. Air Base Defense Surveillance use of McGuire ASR.

7.9.6. UAS Operations Procedures: UAS Operations only occur within the R-5001. These operations are guided by Range Operations Instruction and associated ATC letters of agreement

7.10. **Aircraft Hijack Procedures.** Aircraft theft and hijack procedures are contained in JIDP.

7.11. **Waivers to Airfield and Airspace Criteria.** Any construction or maintenance work within or near the airfield environment shall be coordinated with the AFM prior to commencement of work, normally at the pre-construction meeting. If no pre-construction meeting is scheduled, coordinate with the AFM at least 45 days prior to commencement of work. The AFM will coordinate with the Base Community Planner, 87 CES/CECP, to ensure appropriate waivers to airfield and airspace criteria, IAW Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design Criteria*, are accomplished. All applicable waivers must be approved prior to the project start date.

7.12. **Prior Permission Requested (PPR) Procedures**. PPR procedures are established by AM Ops IAW NOTAM and IFR Supplement guidance and explained in the IFR En Route Supplement.

7.13. **Severe Weather Avoidance Plan (SWAP).** When preferential center routes are unavailable due to weather conditions, weather avoidance routes will be coordinated between McGuire RAPCON and New York Center. The McGuire ATIS will broadcast a notification that SWAP procedures are in effect. Aircraft can expect delays due to NY ARTCC changes to flight plan routings and flow restrictions.

7.14. **Notification of Distinguished Visitors/Hazardous Cargo.** RAPCON shall give an inbound check for distinguished visitor aircraft as requested by Command Post. 87 ABW Command Post will pass all inbound hazardous cargo information to AM Ops approximately three to four hours prior to the aircraft's estimated time of arrival to McGuire. AM Ops will notify the Control Tower who will in turn notify RAPCON of the inbound. McGuire RAPCON shall pass an inbound check to 87 ABW Command Post for any hazardous cargo inbound.

7.15. **Quiet Hour Procedures.**

7.15.1. Request quiet hours at least 20 working days in advance via Staff Summary Sheet stating location, duration, reason for request and requested areas affected on airfield. Submit request to AFM (DSN 650-6466). AFM will make a determination on what areas to shut down and to what extent and coordinate approval. **NOTE:** Failure to comply with the required lead time will significantly jeopardize request approval due to HHQ timeline restrictions.

7.15.2. All quiet hour requests should be a maximum of one hour in duration. All runway operations, engine runs, vehicle operations, auxiliary power unit operations, etc will cease during the specified time within the designated areas.

7.15.3. The AFM will evaluate each request and coordinate with Maintenance and Current Operations before routing for 305 OG/CC approval.

7.15.4. AM Ops will inform all agencies of required actions and stop/start times.

7.15.4.1. Current Operations will be notified immediately upon receipt of approval. The following agencies will be notified by email: HQ AMC/A36A, 87 ABW/CP, 108 WG/CP, 87 MSG/CC, and 305 OSS/CC.

7.15.4.2. Current Operations will transmit to all tenant flying units as well as Tanker/Airlift Control Center (TACC) as appropriate.

7.15.5. The 87 ABW/CP duty officer will advise AM Ops when the event is terminated early or is extended. Otherwise, quiet hours expire when scheduled.

7.15.6. Final authority to terminate the quiet period rests with the 305 OG/CC or designated representative.

8. Airfield Operations Board

8.1. JBMDL Airfield Operations Board (AOB).

8.1.1. This board provides a forum for discussing, updating, and tracking various activities associated with support of the flying mission. The AOB will convene at least once per quarter. The board is chaired by the 305 AMW/CV. The following positions are appointed as members of the McGuire AOB:

8.1.1.1. 305 OG / CC / OGV

8.1.1.2. 305 OSS / CC / OSA / OSAA / OSAB / OSAD / OSAT / OSAV / OSAX / OSO / OSW

8.1.1.3. 2 ARS / CC

8.1.1.4. 6 ARS / CC

8.1.1.5. 32 ARS / CC

8.1.1.6. 87 MSG / CC

8.1.1.7. 87 CES / CC / CEC / CEO / CECP

8.1.1.8. 87 CS / CC / SCM / SCX

8.1.1.9. 305 MXG / CC

8.1.1.10. 87 ABW / CP / SE

8.1.1.11. 305 AMW SEF

8.1.1.12. 305 AMW Airspace Manager

8.1.1.13. 514 AMW / SE (not a mandatory member)

8.1.1.14. 514 OG / CC / OGV (not mandatory members)

8.1.1.15. 108 WG / SE (not a mandatory member)

8.1.1.16. 108 OG / CC / OGV / OSF / OSAA (not mandatory members)

8.1.1.17. Aviation Detachment, Ft Dix (not a mandatory member)

8.1.1.18. FAA Air Force Representative (AFREP) (not a mandatory member)

8.1.1.19. HMLA-773 (USMC)

8.1.1.20. HMH-772 (USMC)

8.1.1.21. DET C-12 (USN)

8.1.1.22. VR-52 (USN)

8.1.1.23. VR-64 (USN)

8.1.1.24. A Co 2/228 (USA)

8.1.2. **Attendance.** Member attendance at the Airfield Operations Board meetings is mandatory. Guests are always invited to attend board meetings.

8.2. **Quarterly Review Items.** The following will be reviewed at each meeting: airspace issues, ATC/flying procedures, military and/or FAA concerns, Airfield Operations Flight staffing and proficiency, Air Traffic Control and Landing Systems to include flight inspections, airfield environment (airfield waivers/status of airfield), airfield tree and vegetation growth and management, airfield projects, results of joint airfield inspection, status of airfield driving program, runway incursions/controlled movement area violations events, Hazardous Air Traffic Reports (HATRs), Mid Air Collision Avoidance, ATC delays, Mission Design Series (MDS) changes, Bird Aircraft Strike Hazard review of airfield surveys, and Air Traffic System Evaluation Program (ATSEP) observations, problems and Special Interest Items.

8.3. **Annual Review Items** (CY)

8.3.1. Annual Review First Quarter (Jan):

8.3.1.1. Letter of Procedure Review. (OPR: OSA)

8.3.1.2. Review of Preventative Maintenance Inspection Schedule. (OPR: OSA and CS/SCM)

8.3.1.3. Air Traffic Control Waivers. (OPR: OSA)

8.3.1.4. Local aircraft priority procedures. (OPR: OSA)

8.3.2. Annual Review Second Quarter (Apr):

8.3.2.1. Engine Run Procedures. (OPR: OSA and MXG)

8.3.2.2. Commercial Power Reliability. (OPR: OSA, CES and CS/SCM)

8.3.2.3. AMC Airfield Suitability Restrictions Report (ASRR) Review. AFM must coordinate changes with OG/OGV prior to submitting to HQ AMC. (OPR: OSS/OSAA and OG/OGV)

8.3.3. Annual Review Third Quarter (Jul):

8.3.3.1. Status of Annual Airfield Waiver Package. (OPR: OSA and CES/CECP)

8.3.3.2. Air Installation Compatible Use Zone (AICUZ). (OPR: OSA and CES/CECP)

8.3.3.3. Airfield Driving Directive Review. (OPR: OSS/OSAA)

8.3.3.4. BASH/Wildlife Management Self Inspection Checklist (AFPAM 91-212 Attachment 2) Review. (OPR: OSS/OSAA and AMW/SE)

8.3.4. Annual Review Fourth Quarter (Oct):

8.3.4.1. Aircraft Parking Plan. (OPR: OSA and CES/CECP)

8.3.4.2. TERPS. (OPR: OSA and HQ AMC/A36T)

8.3.4.3. AMC Airfield Suitability Restrictions Report (ASRR) Review. AFM must coordinate changes with OG/OGV prior to submitting to HQ AMC. (OPR: OSS/OSAA and OG/OGV)

PAUL R. MURPHY, Col, USAF
Commander, 305th Air Mobility Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

JB MDL Plan 91-212, *Bird Aircraft Strike Hazard (BASH) Plan*

JB MDL *Integrated Defense Plan (JIDP)*

AFI 11-202, Volume 3, *General Flight Rules, 22 Oct 2010*

AFI 13-204, Volume 1, *Airfield Operations Career Field Development, 1 Sep 2010*

AFI 13-204, Volume 2, *Airfield Operations Standardization and Evaluations, 1 Sep 2010*

AFI 13-204, Volume 3, *Airfield Operations Procedures and Programs, 1 Sep 2010*

AFI 13-213, *Airfield Driving, 1 Jun 2011*

AFI 31-101, *Integrated Defense (FOUO), 8 Oct 2009*

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High/Low Altitude United States Vol-21

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MOI 21-201, *Aircraft Towing*

NYARTCC Emergency Action Plan

Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design Criteria*

Prescribed Forms

No Forms Prescribed

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 52, *Evidence Tag*

MCGUIRE AFB Form 15, *Emergency Notification Checklist*

Abbreviations and Acronyms

AGL—Above Ground Level

AICUZ—Air Installation Compatibility Use Zone

AISR—Aeronautical Information System Replacement

ALTRV—Altitude Reservation

AM Ops—Airfield Management Operations

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ARA—Airborne RADAR Approach

ARDA—Airborne RADAR Directed Approach

ARTCC—Air Route Traffic Control Center

ASR—Airport Surveillance RADAR

ASRR—Airfield Suitability Restriction Report

ATC—Air Traffic Control

ATCALS—Air Traffic Control And Landing Systems

ATIS—Automatic Terminal Information Service

ATSEP—Air Traffic System Evaluation Program

BASH—Bird Aircraft Strike Hazard

BHC—Bird Hazard Condition

AFM—Airfield Manager

CAT—Category

CCC—Combined Central Control

CCTLR—Chief Controller

CDT—Controlled Departure Time

CL—Centerline Lighting

CMA—Controlled Movement Area

CP—Command Post

CPI—Crash Position Indicator

CY—Calendar Year

DME—Distance Measuring Equipment

DV—Distinguished Visitor

DZ—Drop Zone

ELT—Emergency Locator Transmitter

EOD—Explosive Ordinance Disposal

ETA—Estimated Time of Arrival

ETD—Estimated Time of Departure

FAR—Federal Aviation Regulation

FDS—Flight Data System

FLIP—Flight Information Publication

FOD—Foreign Object Damage

FSS—Flight Service Station

HATR—Hazardous Air Traffic Report

HCLA—Hazardous Cargo Load Area

HIRL—High Intensity Runway Lights

ICAO—International Civil Aviation Organization

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IP—Initial Point

JIDP—JBMDL Integrated Defense Plan

JCS—Joint Chiefs of Staff

KIAS—Knots Indicated Airspeed

LWNS—Local Weather Network System

MACA—Mid Air Collision Avoidance

MARSA—Military Assumes Responsibility for Separation of Aircraft

MDS—Mission Design Series

MOC—Maintenance Operations Control

MSL—Mean Sea Level

NAES—Naval Air Engineering Station

NAVAID—Navigational Aid

NDB—Non Directional Beacon

NEW—Net Explosive Weight

NLT—No Later Than

NM—Nautical Mile

NOTAM—Notice to Airmen

OPR—Office of Primary Responsibility

PAPI—Precision Approach Path Indicator

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PIREP—Pilot Report

PMI—Preventative Maintenance Inspection

POV—Privately Owned Vehicle

PPR—Prior Permission Required

PTD—Pilot to Dispatch

QRC—Quick Reference Checklist

RAD—Radial

RAPCON—RADAR Approach Control

RCR—Runway Condition Reading

RDM—Runway Distance Marker

REIL—Runway End Identification Lights

RSC—Runway Surface Condition

RSI—Remote Status Indicator

RVR—Runway Visual Range

SALSF—Short Approach Lighting System with Sequenced Flashers

SAR—Surveillance Approach RADAR

SC—Senior Controller

SCN—Secondary Crash Net

SFL—Sequenced Flashing Lights

SII—Special Interest Items

SIOP—Single Integrated Operation Plan

SKE—Station Keeping Equipment

STARS—Standard Terminal Automation Replacement System

SVFR—Special Visual Flight Rules

SWAP—Severe Weather Avoidance Plan

TDZL—Touch Down Zone Lighting

TEC—Tower Enroute Control

TERPS—Tower Enroute Publications Monitor

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

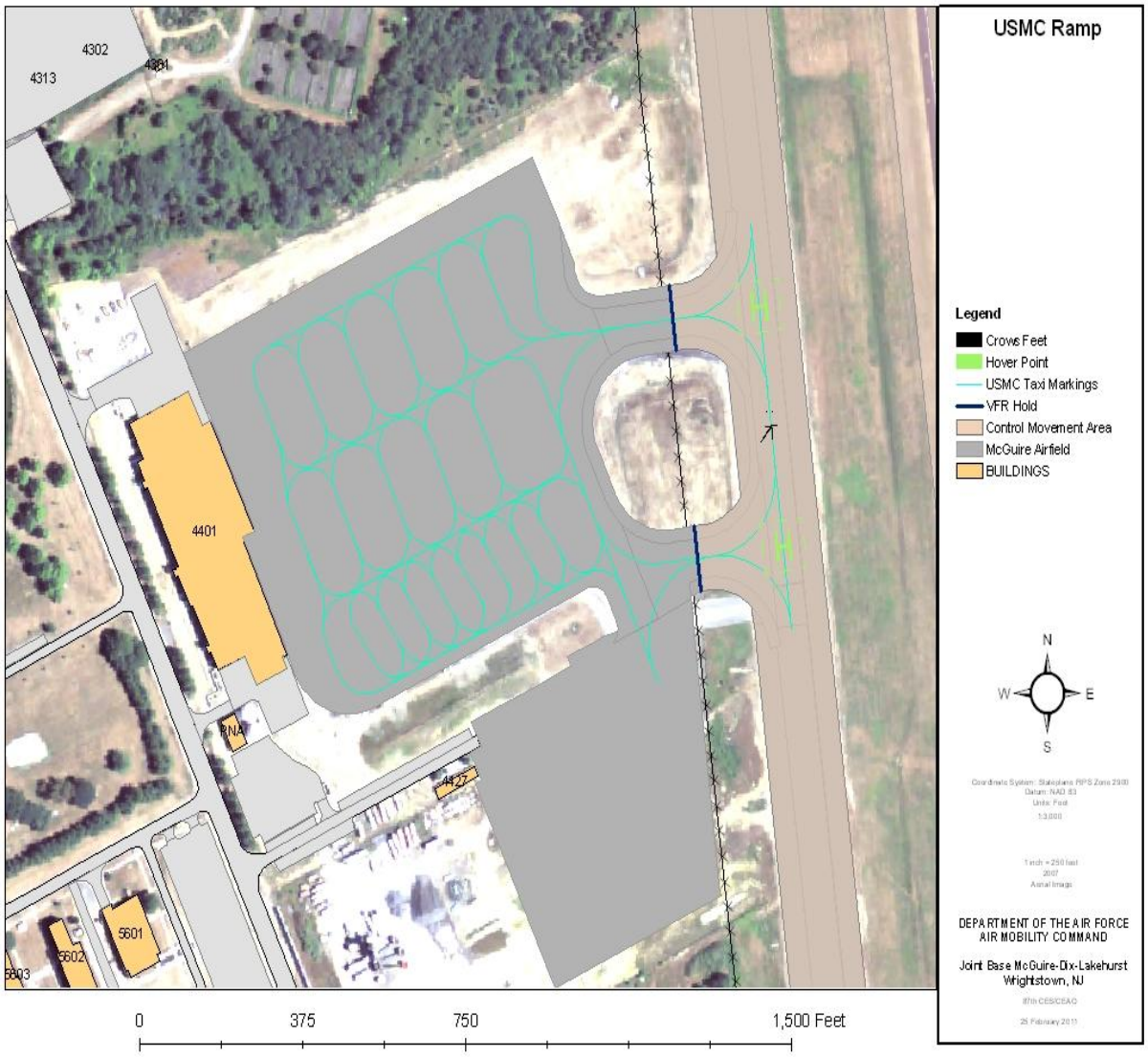
WS—Watch Supervisor

Attachment 2

MCGUIRE AIRFIELD

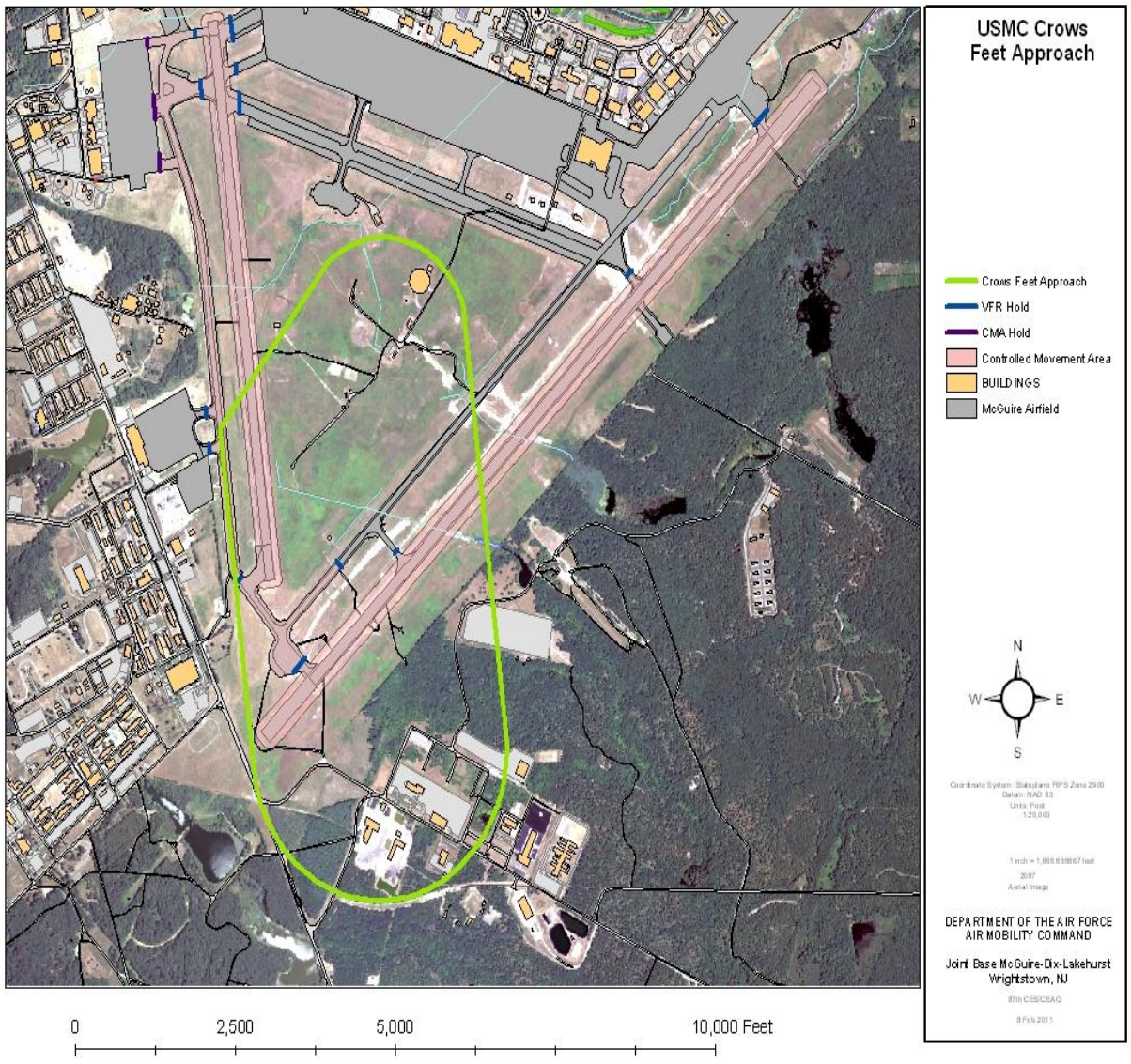
Attachment 3

USMC PARKING RAMP, HOVER POINTS, FCLP MARKINGS



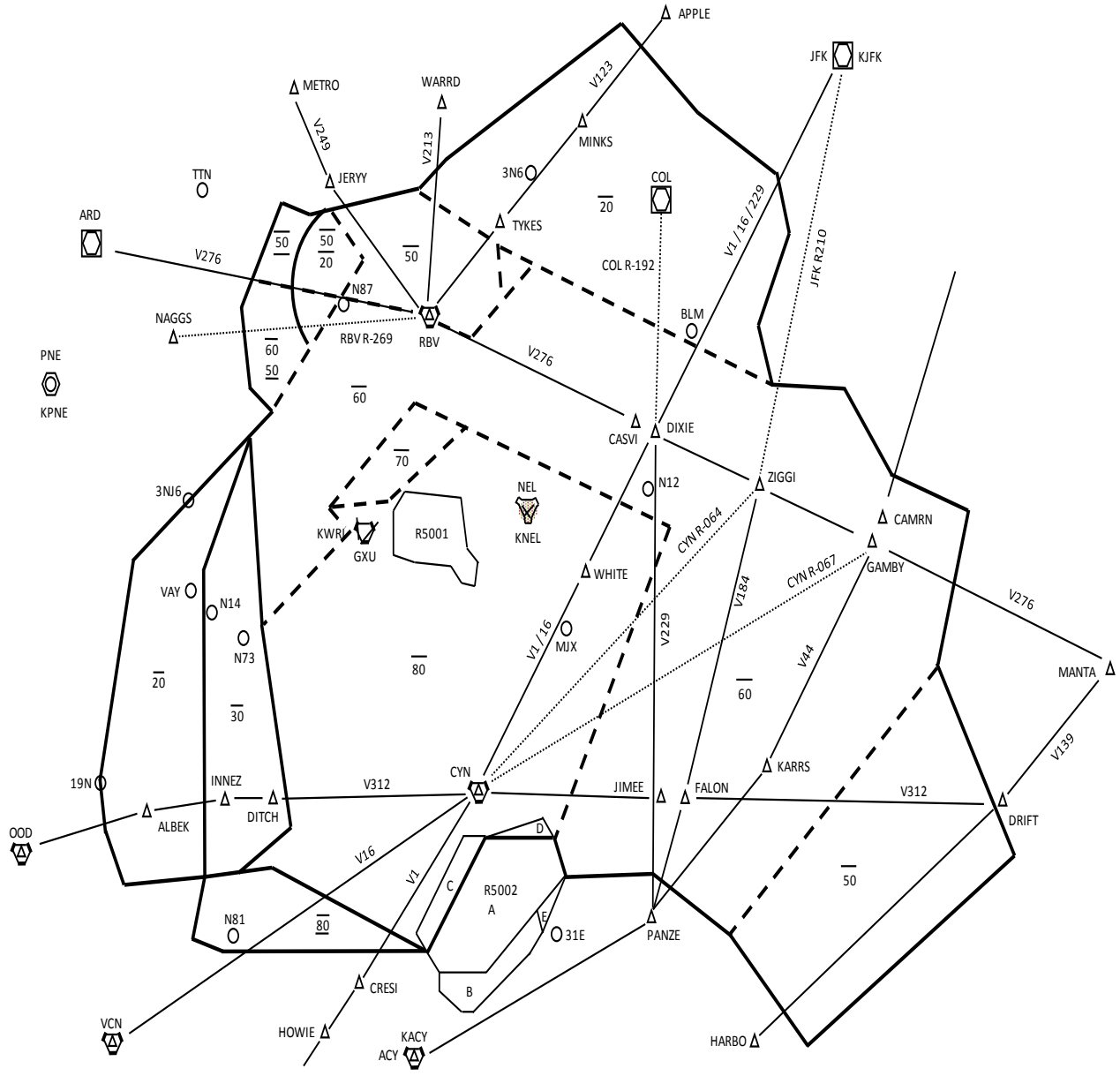
Attachment 4

FIELD CARRIER LANDING PRACTICE MANEUVER ("BOAT PATTERN")



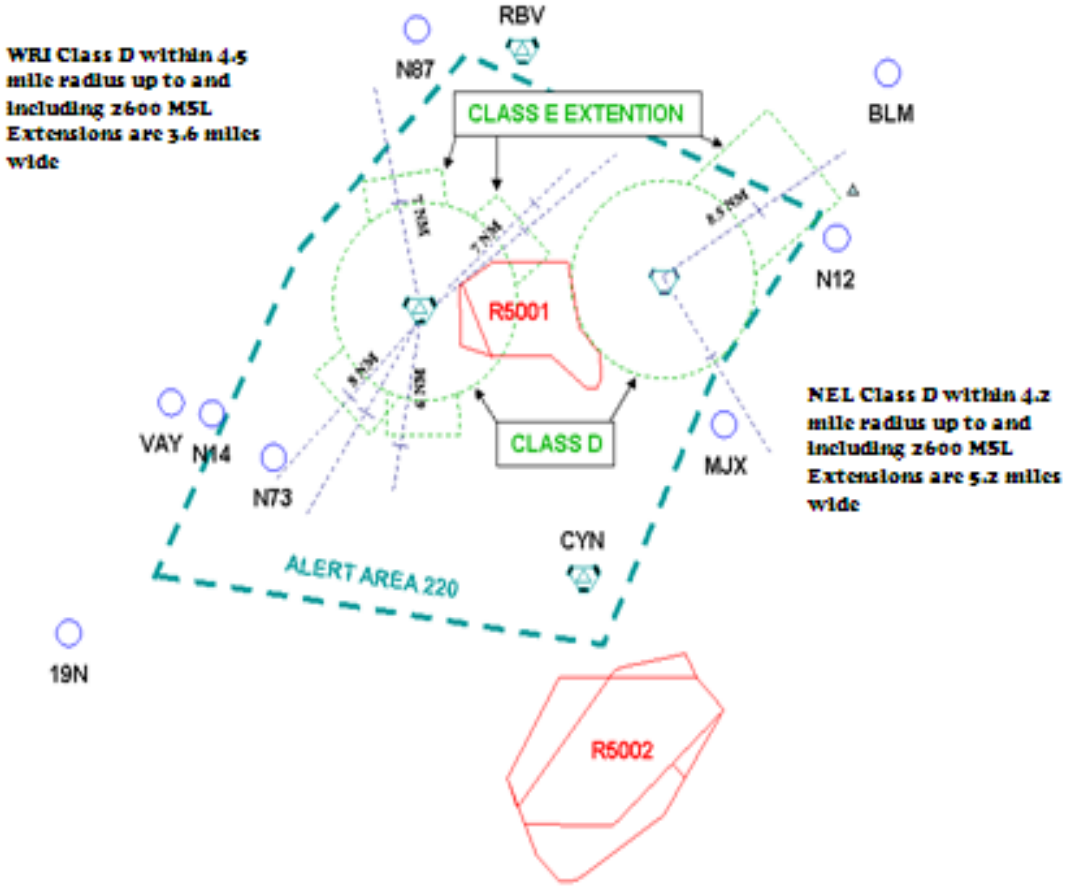
Attachment 5

MCGUIRE AIRSPACE DELEGATION



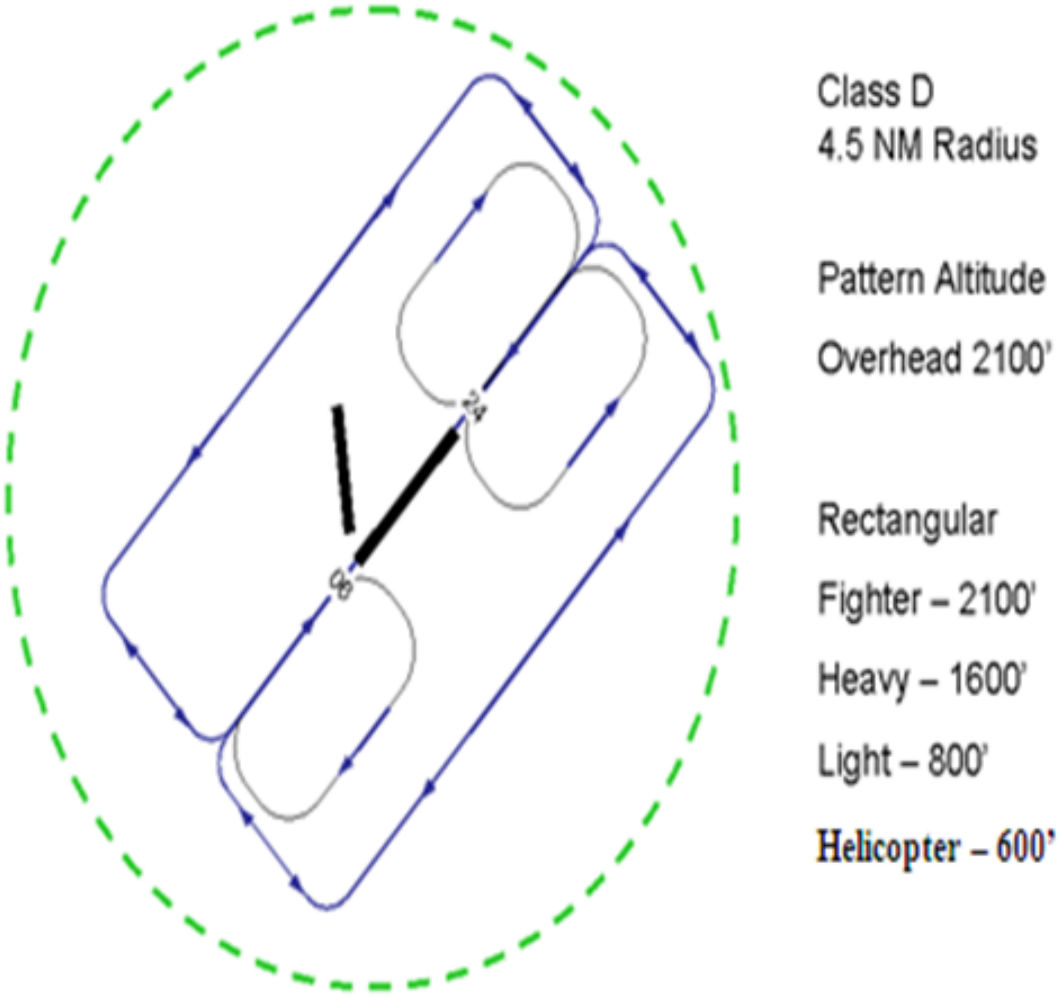
Attachment 6

AIRSPACE CLASSIFICATIONS AND SPECIAL USE AIRSPACE



Attachment 7

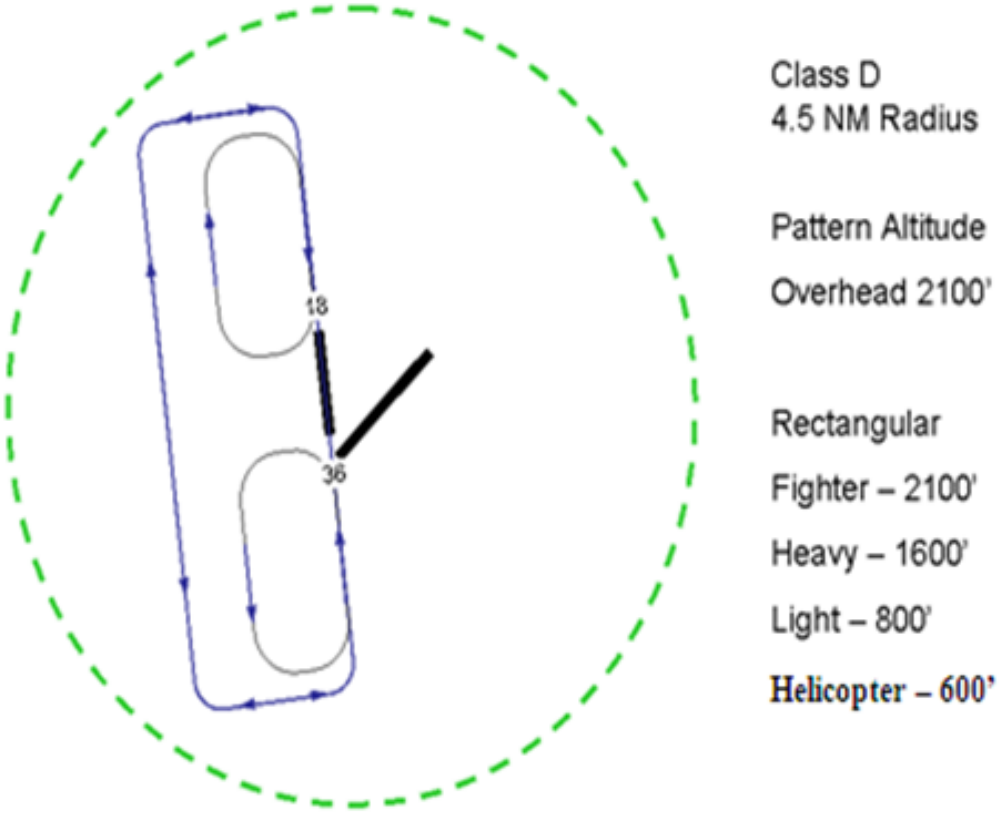
VFR TRAFFIC PATTERNS RUNWAY 06/24



NOTE: PATTERN ALTITUDES ARE DEPICTED IN MSL

Attachment 8

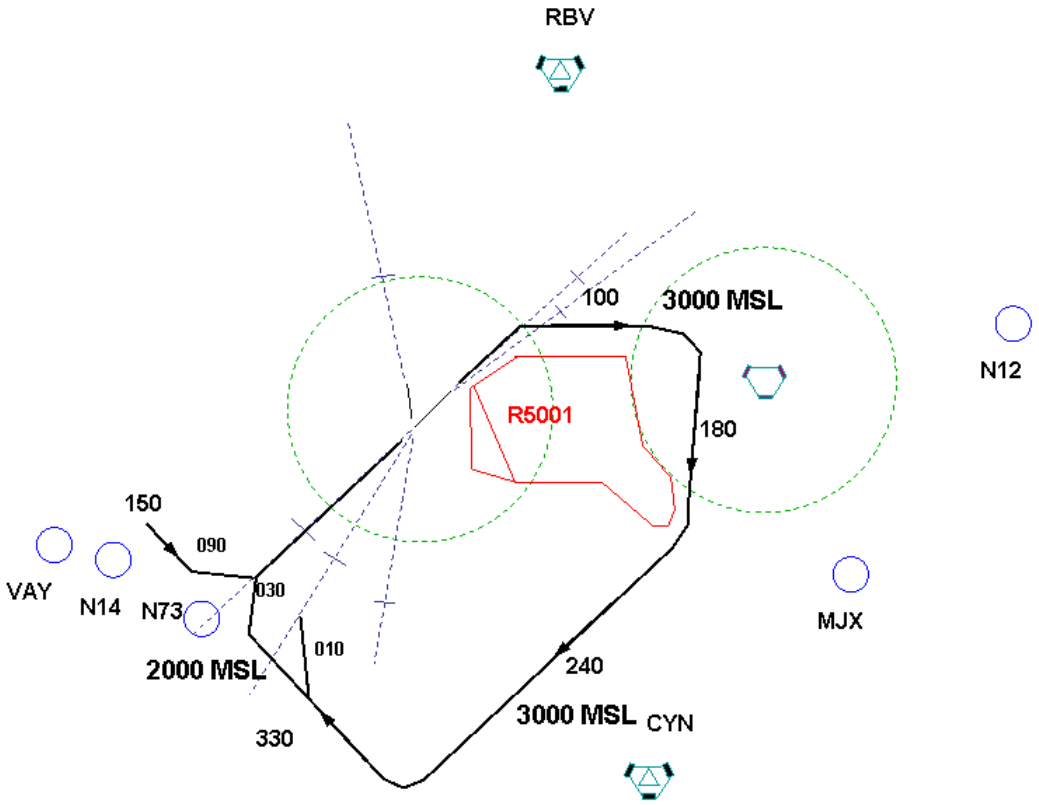
VFR TRAFFIC PATTERNS RUNWAY 18/36



NOTE: PATTERN ALTITUDES ARE DEPICTED IN MSL

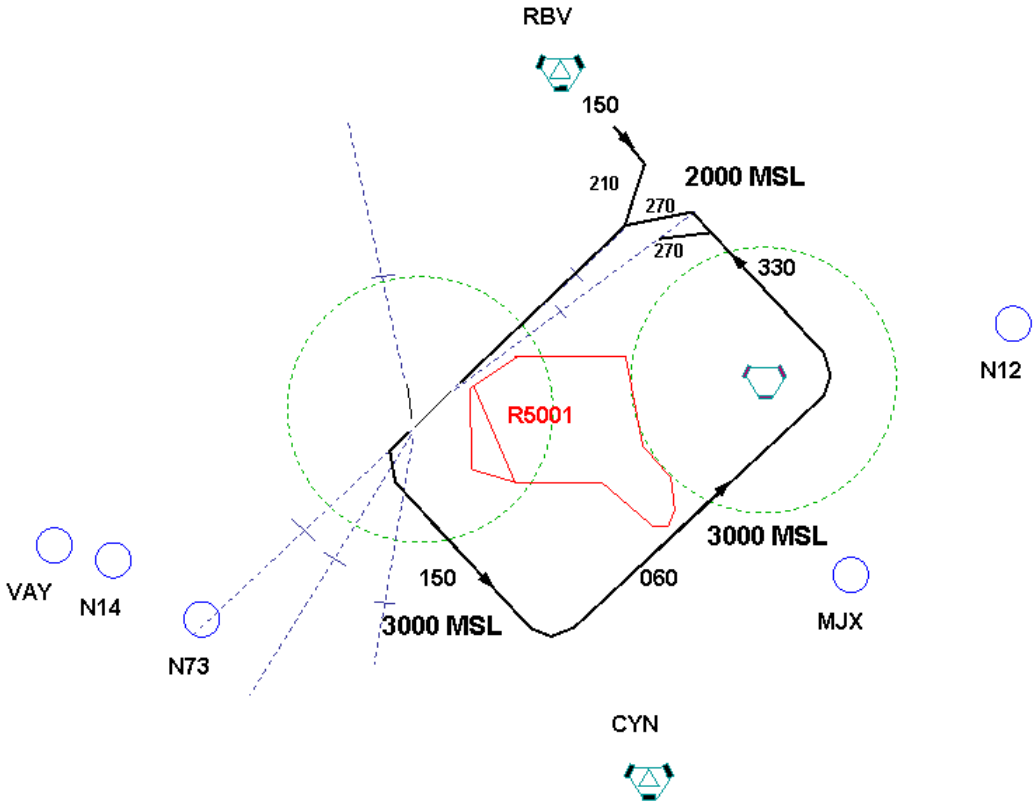
Attachment 9

RUNWAY 06 RADAR TRAFFIC PATTERN (DEVIATIONS MAY BE REQUIRED)



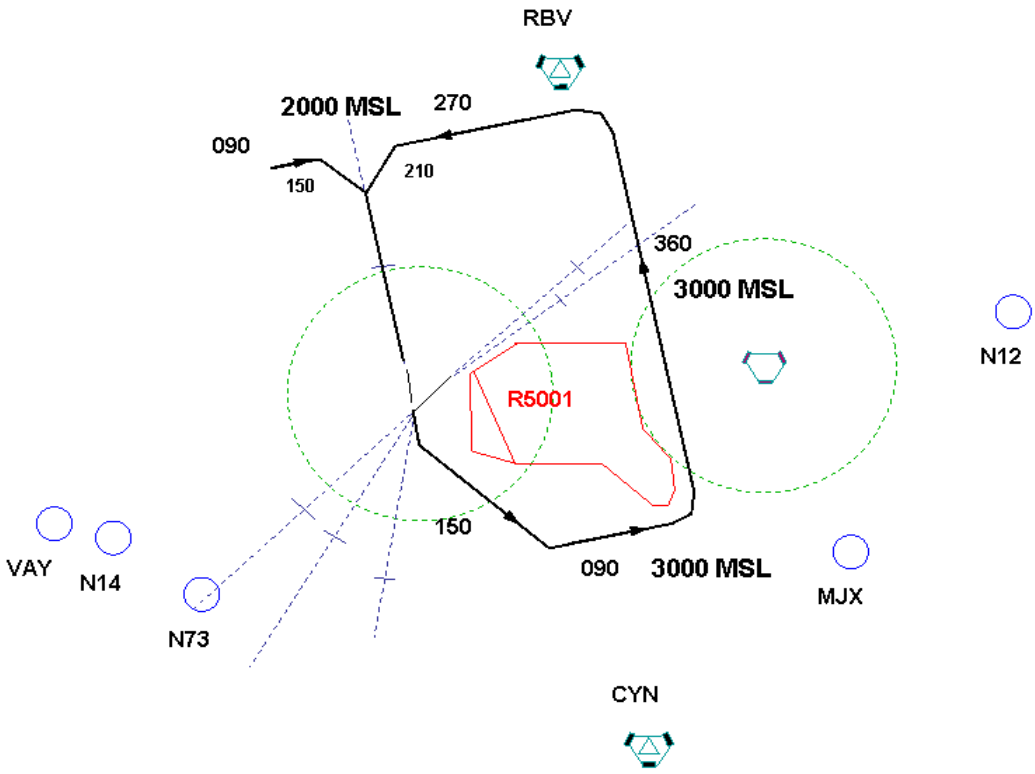
Attachment 10

RUNWAY 24 RADAR TRAFFIC PATTERN (DEVIATIONS MAY BE REQUIRED)



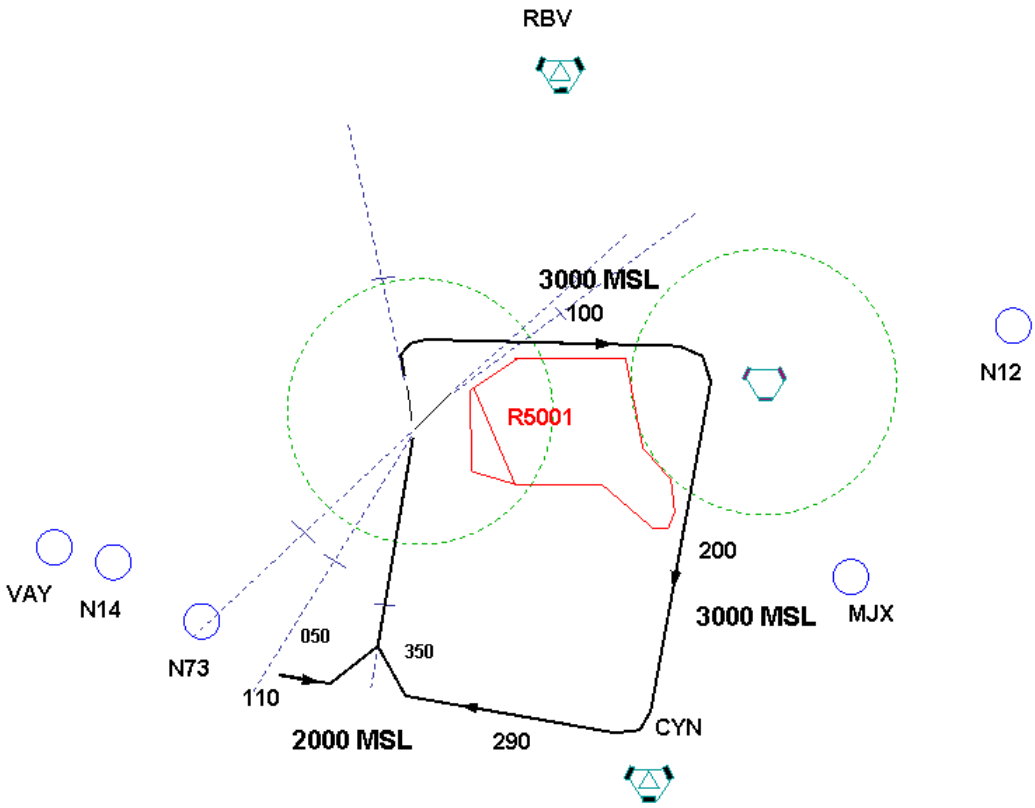
Attachment 11

RUNWAYS 18 RADAR TRAFFIC PATTERN (DEVIATIONS MAY BE REQUIRED)



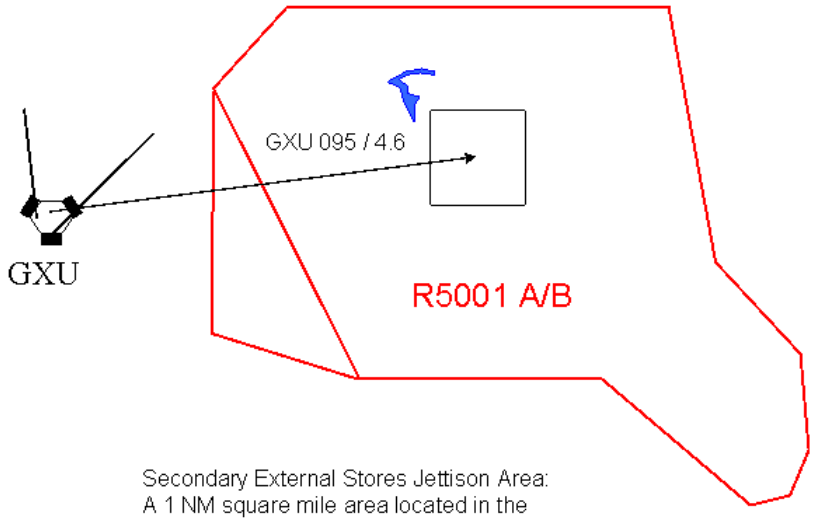
Attachment 12

RUNWAY 36 RADAR TRAFFIC PATTERN (DEVIATIONS MAY BE REQUIRED)



Attachment 13

SECONDARY EXTERNAL STORES JETTISON AREA



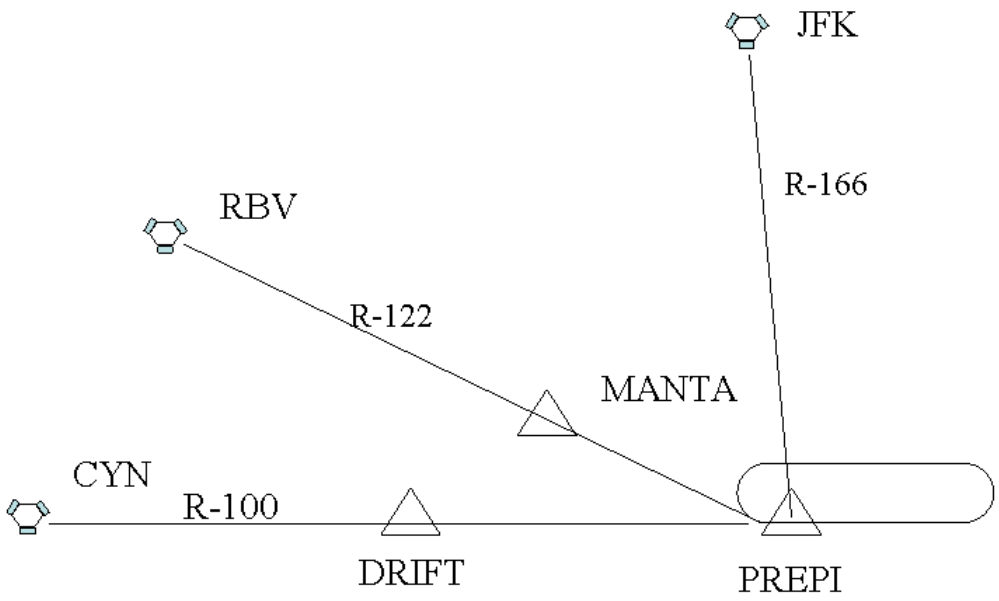
Secondary External Stores Jettison Area: A 1 NM square mile area located in the center of R5001A/B. The center of the drop area is 4.6 DME on the GXU VORTAC 095 degree radial.

Attachment 14

EMERGENCY FUEL JETTISON PROCEDURES

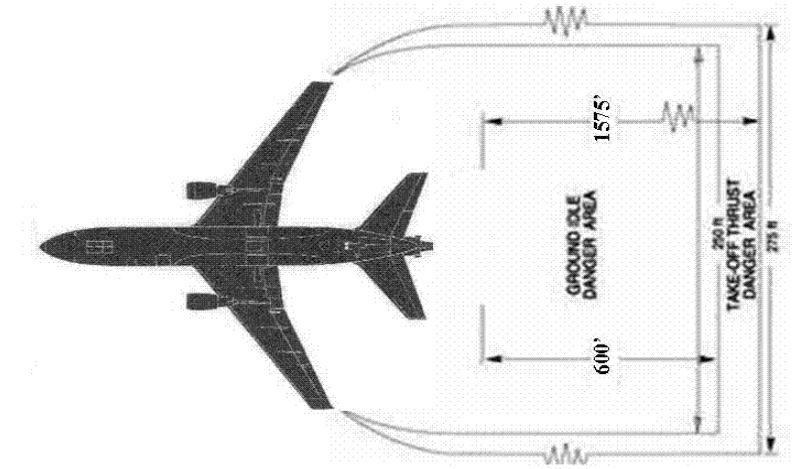
HOLDING: Hold East of PREPI Intersection (CYN 100R @54 DME and RBV 122R @62 DME), 7 mile legs, right turns.
ABORT PATTERN HOLDING ALTITUDE: 5,000 MSL
EMERGENCY FUEL JETTISON PATTERN HOLDING ALTITUDES: 5000-17,000' MSL

NOTE: Coordination with Atlantic City Approach is required prior to holding at 5000'



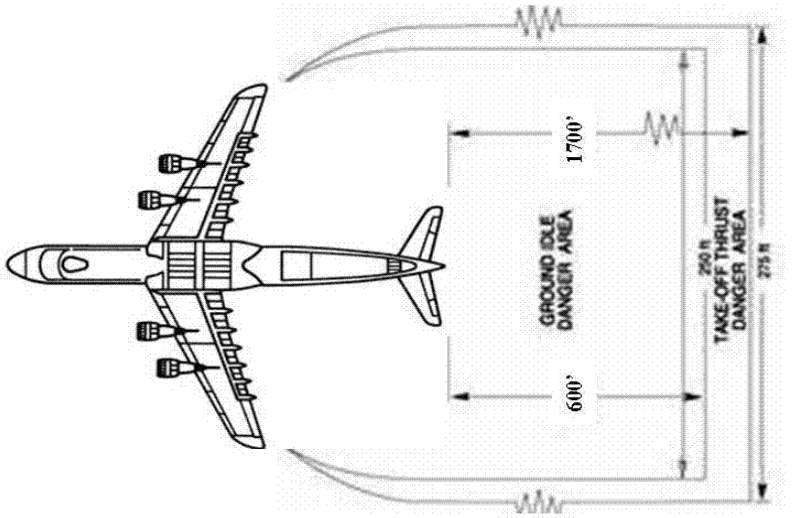
Attachment 15

HEAVY AIRCRAFT JET THRUST AVOIDANCE PROCEDURES



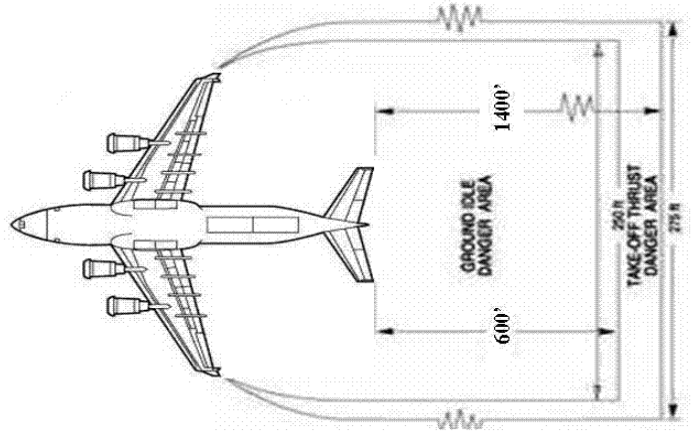
KC-10

Distance from Engine	Blast (mph)
150'	200
250'	150
600'	75
825'	60
1150'	45
1575'	35



C-5

Distance from Engine	Blast (mph)
150'	270
300'	120
600'	65
1000'	40
1500'	<35
1700'	<35

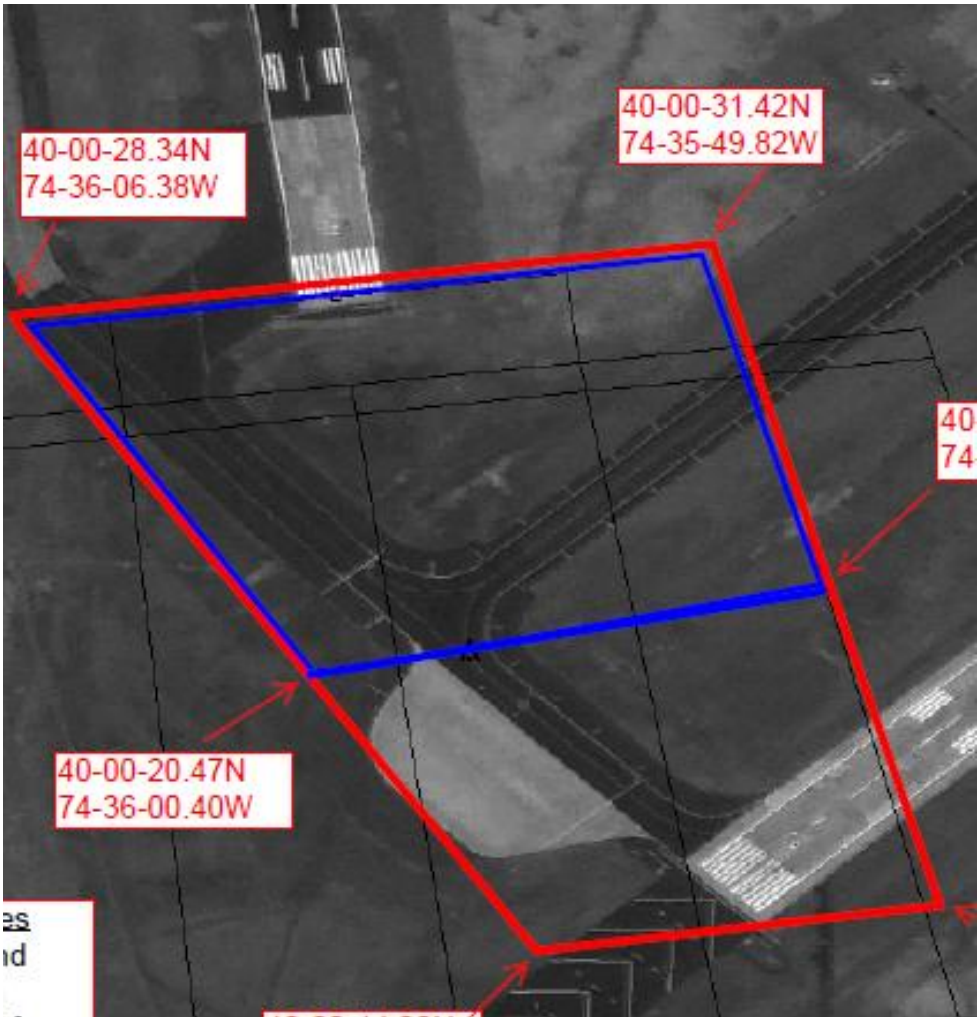


C-17

Distance from Engine	Blast (mph)
115'	285
170'	170
340'	70
1100'	27
1400'	20

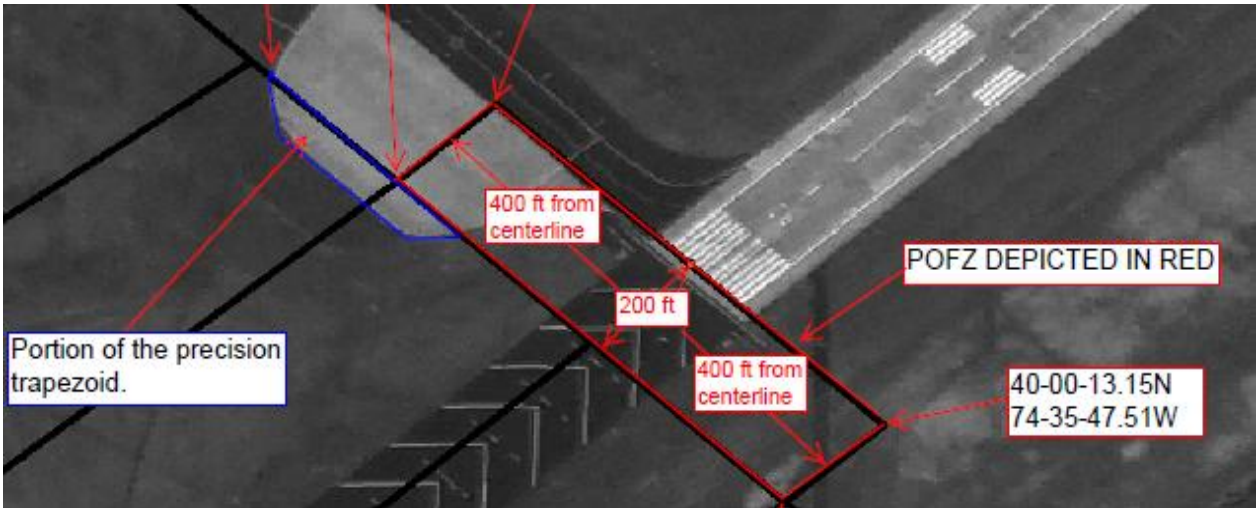
Attachment 16

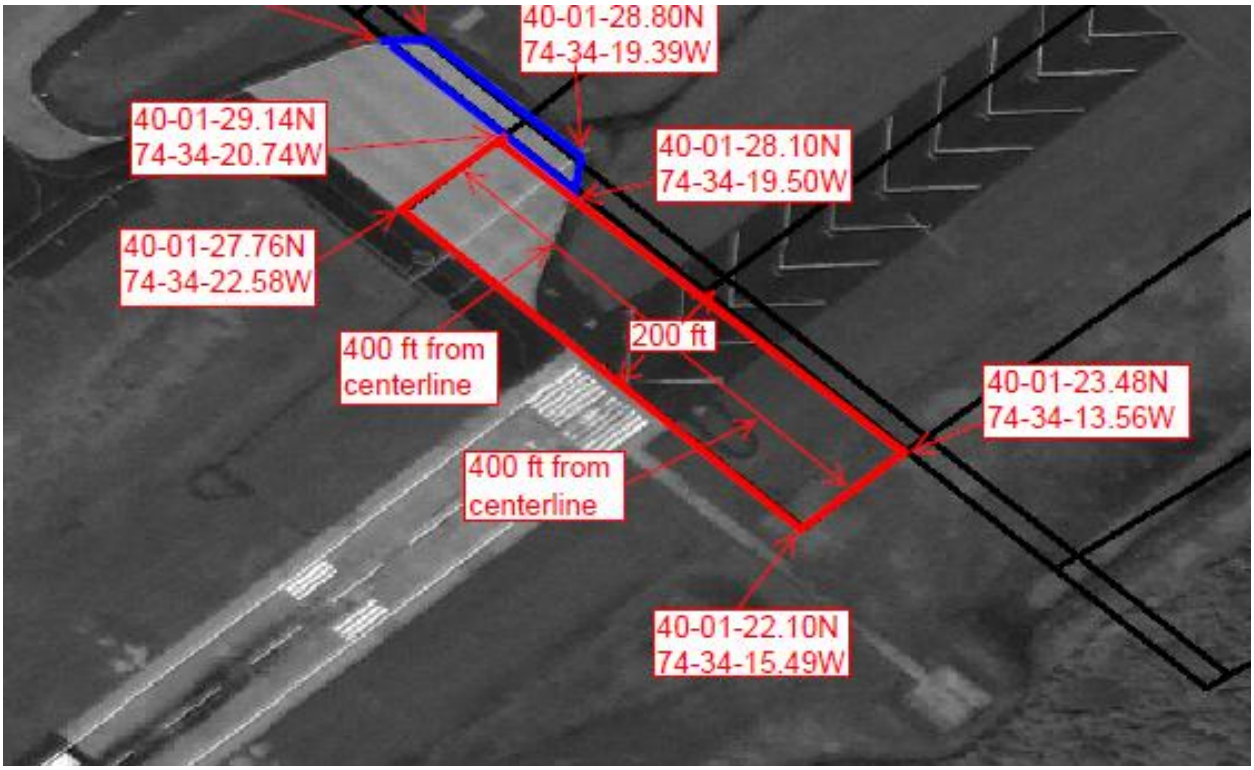
RUNWAY 36 APPROACH/18 DEPARTURE ZONE



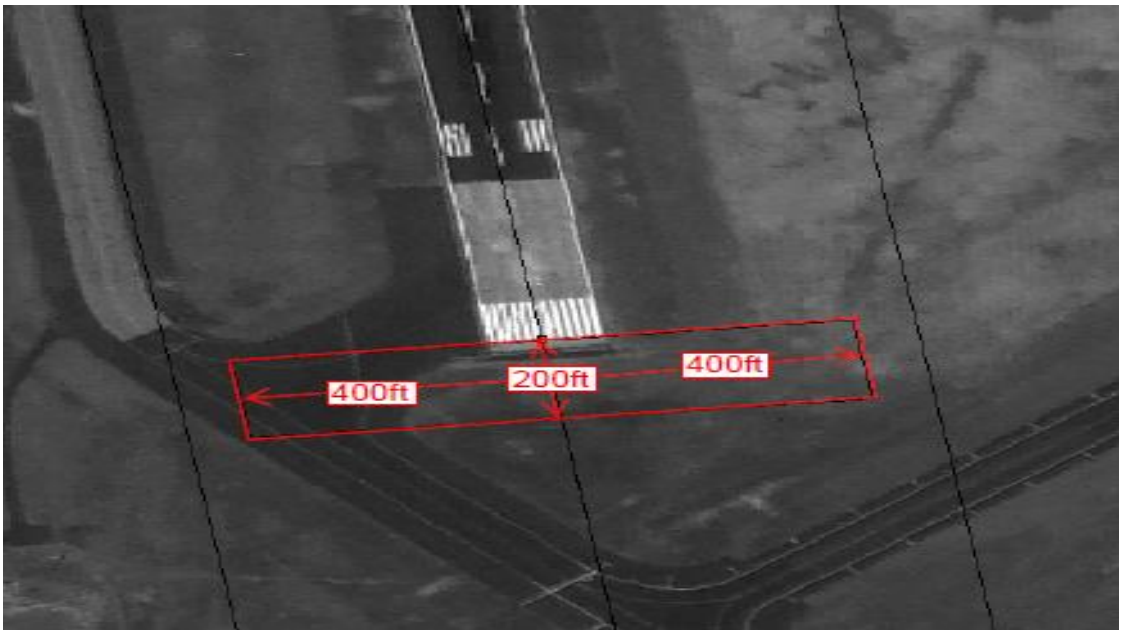
Attachment 17

RUNWAY 06/24 PRECISION OBSTACLE FREE ZONE (POFZ) & 06/24 PRECISION TRAPEZOID





Runway 18/36 Precision Obstacle Free Zone (POFZ)



Attachment 18

DEPARTURE OBSTACLE PROCEDURE SPLAY AREA FOR RUNWAY 24 HAMMERHEAD

Departure Obstacle Procedure Splay Area for Runway 06 Hammerhead (Continued)